

COMMUNITY PLANNING REVIEW
REVUE CANADIENNE D'URBANISME

VOLUME XI—NUMBER 2

The Community Planning Association of Canada is a citizens' organization which encourages public understanding of, and participation in, the process of community planning. This magazine is distributed four times a year to every member of the Association. For information regarding membership and publications available, please write to CPAC, 425 Gloucester Street, Ottawa 4.

L'Association Canadienne d'Urbanisme groupe les citoyens intéressés, les représentants civiques et les urbanistes professionnels en vue de favoriser le développement de l'urbanisme au Canada. Cette revue est distribuée quatre fois par année aux membres de l'Association. Pour plus de détails concernant une formule d'admission et la liste de nos publications, veuillez écrire à notre Bureau National, 425, rue Gloucester, Ottawa 4.

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COMMUNITY PLANNING ASSOCIATION OF CANADA
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Published by the Community Planning Association of Canada. Opinions expressed herein are not necessarily those of the Association. Permission to reproduce material from the magazine may be obtained by writing to the Editor. Authorized as second class mail by the Post Office Department, Ottawa. Printed at the Runge Press Ltd.—Ottawa. Listed in the Canadian Index to Periodicals and Documentary Films.

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WHAT HAVE WE LEARNED

from South Regent Park?

P. E. H. Brady

There is a burning desire on the part of elected officials and planners to make Toronto a good place to live. The problem of housing in a fast moving city like Toronto is not simple. The City of Toronto Planning Board estimates that the population of the City by 1980 will be not more than 690,000 persons which is about 25,000 more than at present. There is a substantial need now for public housing in the City. As renewal programmes are carried out people will be affected by demolition activities, as well as more stringent enforcement of building by-laws. Thus, the need will be quickened.

Some will argue that public housing should be built on raw land in the suburbs in the interest of economy. Others will argue that it should be located in the City, as the City generates the greatest need. Some take a more balanced view and feel that there should be a distribution of public housing in small parcels throughout Metropolitan Toronto.

In determining *where* public housing should be located and the *form* it should take, the experience at South Regent Park and Regent Park North should be taken into consideration. The South Regent Park Public Housing Project was built under a Partnership

arrangement by the Federal Government, the Province of Ontario and the City of Toronto. It is administered by The Metropolitan Toronto Housing Authority, which was set up about five years ago.

The South Regent Park Project, consisting of 732 units, was one of the first major public housing experiments in this country. Is it successful? Does it meet the objectives laid down by the governments concerned when the plan was first formulated? If we could turn back the clock would we plan differently? Have we learned anything from this 15 million dollar experiment?

South Regent Park was built as part of a plan for redevelopment in the blighted areas of the City of Toronto for the housing of large families unable to look after their own needs with the money at their disposal. Construction took place in 1957 and 1958 with complete occupancy in 1959. If the basic reason for such a project is to assist large families in unfortunate financial circumstances by providing "safe and sanitary accommodation" — to use the words of the National Housing Act — then a large measure of success has been achieved. This is not an exercise in real estate administration; it is not an exercise in new methods of construction or architectural design; it is, rather, an attempt to improve the home life of families in the lower income group — to rebuild so that families can take a proud part in building a better society and a better Canada. It is safe to say that good housing does not cure every social ill; it simply provides an opportunity to improve family life and thus assists in meeting the stresses of modern day living.

It is difficult to compare costs between the original slum area and the rental housing project at South Regent Park, which was a by-product of redevelopment. We know that apart from the acquisition and clearance costs the average unit construction cost at South Regent Park was \$15,000. The rental paid by a tenant is geared to his gross family income and size of family. The average shelter rent collected per tenant is \$53.00 per month so that the monthly operating subsidy met by the two senior governments is high. As the Authority can point to an average shelter rent of \$53.00 paid by

the tenant it can only mean that it has done its job in enforcing a realistic and fair point-rating system for admission. It would be easy to enforce a policy which would guarantee a higher return. But surely the aim of the Authority is to help those in need. To do otherwise would be a complete abdication of its prime responsibility in this regard.

The City's assessment prior to redevelopment was \$933,000.00. Today it has trebled, with the 1960 assessment on land and buildings totalling \$2,806,000.00. In 1959 the City of Toronto paid out approximately two million dollars in rents for social welfare cases. In all probability the 1960 figure will be higher. This is a heavy drain on the Toronto taxpayers which is eased somewhat when accommodation can be found in public housing projects where rents are geared to capacity to pay. This means of course that the tax load is transferred from the City taxpayer to the Ontario and Canadian taxpayer.

Inspector Adamson of No. 4 Police District, in which South Regent Park is located, has this to say: "The type of complaints that were answered in South Regent Park in 1960 by police are consistent with people who live anywhere and in no way could they be considered serious or too numerous. The circumstance is indicative of not only good behaviour on the part of the tenants but also speaks well of the supervision given by the staff". We should accept that public housing is not a profit making business in terms of cash but should be a profit making business in terms of better family life.

How about the tenants — what do they feel? Mrs. Lynch, dynamic President of the Tenants' Association, says: "All the tenants take pride in their lawns and flower gardens, and housekeeping. Those living in the high-rise apartment buildings, in some cases, have flower boxes. We have been given rose bushes and tulip bulbs to add to the beauty of our houses. Our good neighbours have shared so many things with us, including the evergreens they brought from the country. Surely people are the same basically whether they live here, in the North Project, Islington, Scarborough or North York."

Lack of Open Space

Probably the major complaint of tenants is the lack of open space where young children can be put out to play within view of their parents. It is obvious that the over all design did not provide for the large number of children now living in the project, even though it is implicit both in the large bedroom count and the size of the bedrooms. As at 31 December 1960 there were 2,536 children—929 pre-school, 1381 public school and 226 high school.

Planners should not only consider density of population to the acre but also the kind of density. A density of 100 children to the acre at South Regent Park is far different to a density of 100 adults to the acre. Further evidence that housing in South Regent Park has been provided to the needy is in the astonishing fact that only 27% of the car space is used; 73% of the tenants do not own cars. To combat this lack of green areas and recreation space the Authority is converting parking space into play areas. The community centre at 203 Sackville Green is fully used with such varied activities as Sunday Schools, Co-operative Nursery Schools, Teenage Dances, Binges, Keep-fit Classes and other activities. The Association, the Authority and the Parks & Recreation Department of the City of Toronto

are co-operating in providing a comprehensive recreational programme for children and adults.

The lack of adequate play space for children, teenagers and adults creates administrative problems. Children play in the halls and elevators and hang around in the foyers more than they would if adequate facilities were available outside. Tenants with large families in the high-rise buildings are loath to allow their children to go down to the street level to use existing playgrounds because they cannot supervise them properly.

The Authority and the tenants are aware of this and are taking action to alleviate this condition. We are now implementing some of the recommendations made by Project Planning Associates Limited, who were retained by the Authority to prepare a site development master plan. The most urgent need is for playgrounds in locations where children can benefit by them. One main playground, even though well equipped, is totally inadequate for 2,500 children of which 1,100 are under 5 years of age. More playgrounds and recreational areas are needed. 1960 saw a start in this direction with the conversion of parking areas into three playgrounds. We now have a workable plan and 1961 should see a determined improvement in providing recreational facilities.



Playground—well equipped but more needed.

This picture, and the one on page 2 are both by Max Fleet, Toronto.

Page & Steele, architects.

Project Living

There are disadvantages to project living. There are 1,397 families at Regent Park North and 732 families at South Regent Park. Close to ten thousand people live in these two projects — 5,000 children and 4,250 adults. This is too high a concentration of families from the low income group in one area. 66 2/3% of all public housing families in Metropolitan Toronto live in the two projects located on Dundas Street. Smaller projects can more easily be assimilated into existing communities.

While it may be argued that the building of the five high-rise apartments was the only way to get unit densities in the interest of economy, there is little doubt that the high-rise elevator buildings at South Regent Park create the bulk of maintenance problems for the Authority staff. The row house type of construction allows the tenants more privacy and costs considerably less to operate. The high-rise buildings involve the hiring of janitorial staff, expensive elevator maintenance and a heating system which, in staff alone, costs the Authority \$30,000.00 a year. Laundry facilities in the high-rise buildings were not adequate in the original design and some improvement is being achieved in this direction; window cleaning is not only awkward but expensive as the tenants are unable to clean the windows from the inside.

On the asset side it can be said that the interior planning of the South Regent Park apartments is excellent. The Authority has experienced a series of condensation problems in the row housing units which necessitated the installation of storm windows, and the repainting of the exterior finish of the buildings. In general, however, the standard of construction at South Regent Park was very good. As pointed out in the Authority's Annual Report of 1959, the five great slabs that house two-thirds of the South Regent Park population of 3,900 are the heart of the project with a significance for the City out of all proportion to the numbers they house. According to the CANADIAN ARCHITECT, they are a major architectural achievement.

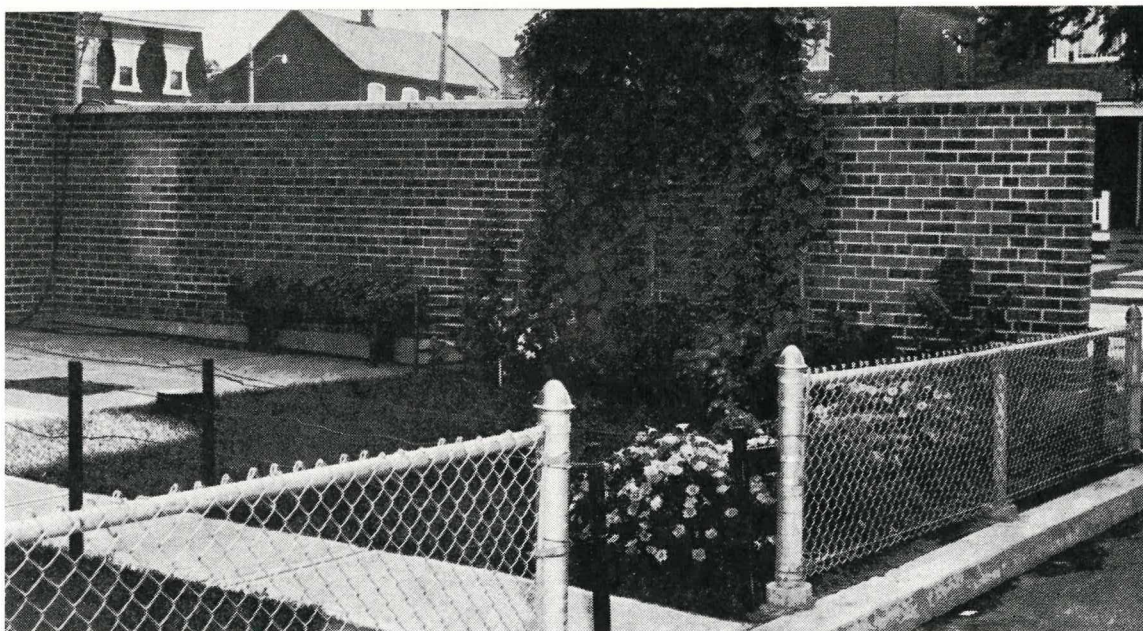
The fact that many people are now living in good housing at rents that are reasonable, for possibly the

first time in their lives, must outweigh all other disadvantages. There is considerable comfort, in these days of mounting unemployment, for those families who find themselves out of work, knowing that their rents are adjusted to this fact. The tenants are proud of their community and work together to improve life at South Regent Park.

Need for Re-appraisal

Much has been done and much remains to be done. Criticism is easy and cheap but few successful organizations owe their achievements to this approach. Public housing will be accepted in Canada only if it is built on sound principles. Before we can achieve success we must recognize that we have made mistakes. Yesterday's way of doing things should not necessarily be today's way. We must plan for family living and not limit our views exclusively to architectural, economic and property management considerations. In this field the views of the housewife are as important as those of the architect, the accountant, the property manager, or the civil servant. What is needed is co-operation and understanding. Unless these qualities are evident and in good supply very little will be achieved.

Public housing legislation in Canada is about ten years old, and even the most enthusiastic public housing supporter cannot say that the programme has been vigorous. It is unlikely that there will ever be a vigorous public housing programme in Canada to match the American or British experience. Even if we allow that municipalities are enthusiastic, which in the main they are not, the present administrative technique in providing public housing requires streamlining. After ten years the same techniques are being used — techniques which in the beginning were inadequate. Perhaps the time is opportune for reappraisal of the public housing programme in Canada and the experience in South Regent Park and in other projects in the Metropolitan Toronto area should be of material assistance. The Federal Government might well consider setting up an independent committee to study this complicated problem, to determine the extent of public housing required, how it relates to urban renewal programmes, and what im-



Garden at the rear of one of the row housing units.

(Photo: Geoffrey Frazer)

provements should be instituted to make the end-product less costly and easier to produce. Certain specific questions might well be considered:

1. What have we learned as a result of the consolidated experiences in public housing projects in Canada as to adequacy of design, lay-out and construction?
2. What is the public housing need in Canada — is it overstated or understated at 250,000?
3. Should governments concern themselves in the main with public housing projects in large urban centres?
4. Should the governments withdraw from the land assembly field as this appears to be adequately handled by private entrepreneurs?
5. Should there be a priority as to where and when public monies should be used in public housing?
6. Should the over all financial arrangements between the three levels of government be reviewed?
7. Should the rental scale be changed in light of a greatly changed economy?
8. Is the present system of producing public housing adequate?
9. What is the role of the private entrepreneur in putting together public housing projects?
10. What are the roles of the respective governments?
11. Should the senior governments play the role of a financial agent only, leaving the determination of the project to the local government?
12. Is there a place for government in rental housing projects where rent is geared to a full return of the investment (full recovery), or is this in competition with the private developers?
13. Should public housing projects be restricted to provision of shelter only, or are additional facilities for community living such as community centres essential?
14. How is the public housing programme to be related to urban renewal and urban redevelopment programmes?
15. How much should be done in the matter of rehabilitation of properties?

The experience at South Regent Park is valuable — it should not go unheeded.

P. E. H. Brady is the Executive Director of the Metropolitan Toronto Housing Authority. This article represents his own opinions, and does not necessarily reflect those of the Authority.

CAN WE STOP THE

SPREAD?

Nigel H. Richardson

Lower Mainland Regional Planning Board

“Can we stop the spread?” This sounds a bit like a barker trying to sell you a patent reducing pill; in some ways it is not a bad analogy. An urban or metropolitan area with a bad case of sprawl is actually quite comparable with a person who carries an excess of what is politely known as adipose tissue. In both cases all the essential functions of the organism can be carried out quite adequately in a considerably smaller space; and in each case the superfluous load that has to be carried impairs the efficiency and endangers the health of the organism. The planners can be compared to the doctor who prescribes a way of keeping down the patient’s weight; and that is what I am going to try to do.

I believe that it is quite true that in some ways at least a sprawl area is not a bad place to live in and may offer some very real advantages. I could suggest that sound planning might perhaps retain the advantages and get rid of some of the drawbacks, but this would get me off on another subject. It is a demonstrable fact that *from the point of view of the efficient and economical functioning of the municipality or of the metropolitan community as a whole*, sprawl is a bad thing; and it is this point of view that I propose to deal with.

Looking at the metropolitan or urban area, then, as a single organism, our problem is to keep its weight down. In the case of a human being, most slimming programmes boil down to a matter of reducing intake—cutting down on the foods that are not really needed and so only add to non-functional bulk. Much the same applies to the city. Sprawl means that the growing city is swallowing up more than it needs, bloating itself with land that extends its waistline without serving any practical purpose. So the slimming programme must likewise be a matter of cutting down this intake to a level approximating what is actually needed for living, working, doing business, travelling, relaxing and all the other functions for which a city must provide space.

Basically, a city consists of buildings. Outward growth consists of the erection of more buildings. These can be built next to the older ones or they can be built somewhere further out. In the former case the city's growth is compact, in the latter it is scattered and patchy—in other words, sprawl. If sprawl is to be prevented and the urban area kept compact, new development should ideally take place only as a continuous extension of the existing developed area, without any intervening waste space. In practice, for obvious reasons, this is usually not possible, and the practical approach is to define areas around the fringe of the city in which new development is acceptable. These areas should bear some relation to the amount of new buildings which can be expected within, perhaps, three to five years, and they can be kept under constant review so that there will always be some choice of land for new development.

Legal Controls

So there is a workable formula for stopping sprawl. There must also be the legal means of using the formula, and these can be found in section 708 of the B.C. Municipal Act, which permits a municipal council to regulate the subdivision of land and to zone its territory for parcels of different sizes. Since urban development requires small lots, this is a completely effective legal tool for regulating the extension of an urban area except where the land is already subdivided. Even in this case it is possible to check haphazard development by the carefully thought out use of various laws; and I would like to suggest that the greatest possible asset in carrying out a really effective development control programme is advice from a good lawyer who is prepared to spend the time needed to ferret out all the various legal powers that can be brought to bear, and to weld them into watertight by-laws.

If we really want to stop the spread, then, we can do so. But while a doctor can prescribe a diet he cannot force his patient to follow it. This is a matter of the patient's own will-power. The same once more applies to the prevention of sprawl. *All the planning techniques and legal powers imaginable won't stop sprawl if the*

municipal council isn't prepared to use them. The key to the prevention of sprawl is not to get additional legal power, but to convince municipal authorities that it is necessary, practical and justifiable to use the powers they already have. I think we must therefore have a close look at the reasons why councils generally are reluctant to carry out effective controls, particularly as many of these reasons reflect very real problems.

First of all there is objection on principle to interference with private property rights. Many times I have been told that no one has the moral right to dictate what a man may or may not do with his own land. But, after all, the very foundation of democratic government is the principle that the people, through their elected representatives, have the right to impose on individuals such restrictions as may be necessary for the good of the community at large. To claim that a man should be permitted to do as he likes with his own land is essentially no different from claiming that he should be permitted to do as he likes with his own gun.

It is also argued sometimes that to permit one landowner to subdivide but not another is discriminatory and unjust. It is indeed discriminatory, but it is not unjust as long as the discrimination is based on fair and practical standards. If the land of one owner is close to the existing urban area and can easily be supplied with urban services and facilities, while that of another is far away in the country, the second cannot reasonably claim that there has been unfair discrimination if he is not allowed to subdivide while the first one is.

It has also been said that in many municipalities the farmer bears the lion's share of the tax load and that therefore to refuse to allow him to make some money by subdividing if he gets the chance is making an unfair situation even more so. But, as a rule, only a small number of farmers have any wish to subdivide, while the others will have to shoulder the additional tax load created by the subdivisions of the minority. So here too restrictions are not really as unfair as they may seem to be at first sight. Nevertheless, the charge is justified to some extent, because it is clearly unfair to make landowners, who are not themselves permitted to subdivide,

shoulder a good part of the cost involved in servicing the subdivisions from which others profit. I shall shortly put forward some suggestions the adoption of which should meet this objection quite effectively.

A fourth ground of objection to effective subdivision control is the fear that it will not just hold development to certain areas but will discourage it generally and hold back the municipality's growth. There are two answers to this: In the first place, it is quite clear that while uncontrolled growth *may* make the municipality more impressive in terms of population statistics and number of building permits issued, it is not at all likely to make it a better place to live in from any point of view, and it will probably make it an expensive one; in the second place, there is no indication that growth actually has been checked in those municipalities which have enacted controls. In fact, if these controls make it possible to supply developed areas with a high standard of services, schools and other facilities, the effect is likely to be quite the reverse. Of course, there must always be enough land available to allow for expansion, and no planner in his right mind would suggest that zoning boundaries be held to the point of becoming a municipal straitjacket.

So far I have dealt with only one way of "stopping the spread": The use of restrictive legal controls. I do not want to suggest that this is the only way, or even necessarily the best. There are several other possibilities which we should at least examine briefly.

Public Ownership

The most drastic method would be wholesale public acquisition of all fringe lands. It goes without saying that if this were done, control of new development would be 100% effective; more than this, it would become possible to plan the new parts of our cities so that the general level of development would compare in quality with the few small examples of really good work that we now have. I don't propose to go into the many political, financial and administrative problems that would be involved (not the least of which would be the fact that the area of land which would have to be acquired would have to be extensive enough to prevent

"leapfrogging") because at the moment the idea is so far beyond the bounds of practical possibility that any discussion of it would be entirely academic. But I would like to point out that urban expansion under these conditions is already quite normal in large parts of north and north-west Europe, and anyone who has visited, say Stockholm, can testify to its effectiveness and to the quality of the residential areas which have been built. To those who would object to the elimination of private enterprise under such a scheme, I would suggest that this need not be the case; with imagination and willingness to co-operate on both sides, the stage would be set for a most fruitful joining of forces between public and private endeavour.

Development Rights

A second method is the acquisition by the public, not of the land, but of the right to develop the land. In other words, the owner is told that he may not subdivide or build on his land without special authority, and for this restriction he is paid compensation. The objections to this proposal are principally that the political and administrative difficulties, and quite possibly the cost, would not be much less than in the case of outright acquisition, while the effectiveness would be far less in that only a form of negative control, similar to zoning, would be obtained, and that the possibilities of really constructive planning would remain very limited. Nevertheless, this approach was tried on a national scale in Britain in 1947, and though it was dropped a few years later it is by no means clear that the scheme would not have worked.

Taxation

Both these proposals are fairly radical and would involve some pretty drastic changes both in political ideas and in systems of local administration. There are, however, others which could be tried without quite such revolutionary measures. Property taxation, for example, could be a very useful and effective planning tool if provincial law permitted and municipalities were willing to use it as such. One possibility in this respect is to adjust either

assessment standards or tax rates in such a way that the costs of services in urban areas would be met entirely by taxes on those areas—including any land in which urban subdivision and development is permitted. By this means the farmer, or the landowner who was not permitted to subdivide, would be compensated by a lighter tax burden, and the task of the municipal council in holding the line on urban zoning would be made much easier. Another proposal, which is not necessarily related to zoning at all, is that the taxation of improvements should simply be abolished and that land alone should be taxed. It is thought that the holding of land for speculation would thereby be discouraged, the price of building land would drop, and the constant movement outward in search of cheaper land would be checked.

Sale of Public Land

The same effect might also be obtained by feeding into the market a constant flow of publicly-owned land at reasonable prices, thus helping to hold down the general level of land costs. But it would have to be recognized that the sale of public lands for private development was an instrument of general planning policy, not just a way of giving a direct, short-term lift to public finances, for this approach to have any success; and in any case, the idea could not be contemplated without a metropolitan or regional authority to put it into effect.

Other Methods

Finally, the ordinary suburban municipality can itself do a good deal to check haphazard development by means other than zoning. Preventing development where you don't want it is only one side of the coin; the other is to encourage it where you do. Here, the key is the integration of municipal servicing programmes with general planning policy. An area with good roads, a reliable water supply, sewers and parks will be much more attractive than one without. If the School Board will co-operate in its building programme, so much the better. If the municipality uses its legal and persuasive powers to get developers to locate shopping centres in the right places, better still. A municipality which fol-

lows a policy of spreading a bare minimum of services over as wide an area as possible; where schools are built without reference to a general plan of development; and where any kind of commercial development proposal, anywhere, is welcomed with open arms, has little chance of imposing any effective restraints on the spread of subdivisions and house-building.

One device, which any municipality could adopt very easily, might conceivably prove quite effective in checking continued "wildcat" subdivision in areas where there is already an ample supply of lots on the market. This is the regular posting, say in the Municipal Hall, of the number of lots currently available in different areas. Somehow the price of building land, unlike that of other commodities, is not always affected by the supply in relation to the demand. (In one B.C. municipality the price of lots is continuing to rise despite the fact that something like *fifteen year's* supply is already available, and the margin is still increasing.) It might be that a greater public awareness of the quantities of lots available might also help to hold down prices. It seems remarkable that land, our most important resource, is the one commodity about which there is no authoritative source of information such as the Dominion Bureau of Statistics which provides data on availability, supply, demand and price for virtually everything else.

I have mentioned several possible ways of checking the formless, functionless bloating out of our urban areas. I have emphasized the zoning instrument because it is the readiest to hand, and in some ways the easiest to use. Other ways are available and might well be tried out; I would suggest very strongly, in fact, that we badly need a really thorough study of the whole problem of haphazard fringe development and of the means of dealing with it, emphasizing the economic and fiscal means, which might turn out to be so effective if we had both an authoritative assessment of them, and the legal authority to use them. Might this not be an appropriate subject for a Royal Commission, or an enquiry of equivalent weight.

But even now we *do* have tools to use—if we are prepared to use them. We *can* stop the spread—if we are really determined to do so.

*Can we save the city
from
traffic strangulation?*

WHAT CAUSES DOWNTOWN SNARLS? WHAT CAN BE DONE ABOUT THEM?

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H. G. Acres and Company Limited*

Congestion on the streets of a city is a product of growth. And the growth of a city usually indicates progress. But how can the motorist, snarled in the street in a press of steel, reconcile the progress he sees around him with the congestion he feels around him?

Is it not a strange form of progress that threatens to bring everything on wheels to a standstill? And what have the planners been doing for all these years?

The answer to the last question holds the clue to the answer to the whole problem. What planners there were at the time our cities and towns began to develop, and there were precious few, had no conception of the traffic problems that were to come. Not unnaturally therefore they made no provision for them. Present day planners, and those of very recent years, are faced with the task



of raising city streets from "horse and buggy" standards to the standards required by the high-speed, densely concentrated traffic of today.

With but few exceptions, our communities have grown in a piecemeal fashion. They've started as an original small townsite with the surrounding territory laid out in township roads, with concession roads and side roads forming the basic pattern for development.

Everything else has been developed at the whim of the individual property owner, with very little attempt to fit it into a comprehensive over-all plan. On top of this, because of the general trend of business to congregate where the greatest concentration of people is found, the streets carrying the most traffic have become the ones most used for business. When two of these streets intersect at a main corner, the tendency has been for a business centre to develop. Inevitably, the result is that the through traffic needs of the community are in conflict with the need to stop and do business. This conflict is aggravated as both traffic and business increase. The situation that eventually develops is one of congestion, delays and accidents.

Thus the problem facing the planners is one of eliminating an unhealthy situation that has virtually been built into the city, at various points, over a good many years.

Local Opposition

It may appear that a simple solution would be to redirect some of the traffic, particularly through traffic, via alternative routes. In practice, this is far from simple. For while there is nothing more obvious than the need to deal with traffic on a broad basis, and not on a local basis, local pressures are frequently, too frequently, the governing factors on which decisions are made.

It appears to be chronic with local business groups to oppose anything that might divert any traffic to other streets, or remove some of the congestion, which they hold is composed of potential customers, from their own local area. Yet, surely, no more certain way could be

found of discouraging business than the congestion that so frequently exists.

On the other hand, any proposal to develop a traffic artery through a residential district, no matter how great the necessity, is certain to meet with bitter resistance from the local residents and property owners.

These two factors, the loud and influential voices of local business and local residents, coupled with that of cost, are responsible, perhaps more than any other, for the slowness with which official action is taken to remedy an unsatisfactory situation.

These local problems cause knots of congestion but remain local, at least until they become so serious that traffic backs up from them. But what of that desirable, smooth flow of traffic, at steady speeds, through all the downtown streets? Can this be achieved? Within the limits imposed by varying degrees of traffic concentration and unavoidable interference, such as intersections, stop lights and weather conditions, it can.

However, before the solutions can be understood, it is necessary to understand some of the factors affecting the capacity of streets to cope with traffic.

Factors Affecting Capacity

Let's start with the capacity of a single uninterrupted lane of traffic. For practical working purposes this is 1,500 cars per hour, under favorable conditions. But it has been found that when capacities approach the maximum, speeds tend to drop until the average speed under peak loads is around 30 to 35 miles per hour. As speeds drop below 30 miles per hour, which is the condition found on city streets, of course, the capacity decreases by roughly 5 percent at 25 miles per hour; 15 percent at 20 miles per hour; 30 percent at 15 miles per hour; and close to 50 percent at 10 miles per hour.

If more cars try to use the road than the peak capacity will permit, the speed rapidly drops below the critical speed of 30 miles per hour, resulting in less space for more cars. A comparatively small overload can thus

cause severe congestion. Bad visibility, a bit of rain, greasy pavement or a little snow can also reduce speeds below the critical speed with the result that a normal peak hour rush, even on a well designed expressway let alone a city street, can easily develop into a nightmare under adverse conditions. Also, under peak conditions, a comparatively minor accident can back traffic up for miles in a very few moments.

There are a number of other factors that affect the capacity of streets. The intersection of two major streets may reduce the capacity of each street by anywhere from 50 to 75 percent. Streetcars, buses, curb parking, all serve to reduce capacity.

In the most extreme cases, four lane streets which, as an expressway, might carry 6,000 vehicles an hour, may as a city street carry as little as 300 vehicles per hour. The same four lane street with bus operations, but with curb parking eliminated and good traffic control, may attain capacities as high as 2,000 or 2,500 cars per hour.

Types of Interference

Four basic types of interference to smooth traffic flow face the planner when he considers the design of a street. The more of these interferences that can be eliminated, the greater the capacity and the more efficient the street will be.

The most significant and trying form of interference is that found at intersections. Proper signal timing, allowing progressive arrangements, prohibition of turns, proper location of bus and street car stops, provision of loading islands and control of pedestrians, provide most of the answers to the problem.

The second most important form of interference is marginal. Entrances and exits to alleys and lanes, curb-parked cars, delivery and pickup of goods from curb-loading trucks, pedestrians stepping off sidewalks, uneven or dirty gutters and piles of snow are all samples of marginal interference. Keeping the curbs clear is obviously the solution here. It calls for adequate street cleaning facilities but, more important, it calls for much

better parking provisions in the downtown area and well regulated times for commercial traffic.

The next type of interference is termed medial. It is presented by opposing streams of traffic moving in opposite directions. This can be practically eliminated by the use of one-way streets or by the separation of the opposing streams with a centre strip, or even by painting a white line down the centre of the pavement.

The last major source of interference is called internal and is caused by vehicles failing to stay in one traffic lane, or occupying too large a proportion of the available space. This can be minimized by painting lane lines and by the elimination of interference of a marginal nature in the curb lane.

These are the principal factors that hinder smooth traffic flow on the downtown streets. There are others, of course, but these are the ones that must be tackled most vigorously and most urgently. And as the traffic grows so does the urgency.

Cost of Traffic Delays

The importance of reducing traffic delays to a minimum is emphasized in a report made by the Chamber of Commerce of the United States some years ago. Though the report dealt with trucks, some of its findings can readily be applied to automobiles. Here is one item from the report:

"Recent comprehensive studies in four New England cities found that unnecessary delays constituted about 40 percent of total trip time. On this basis, delays would represent an added cost of approximately \$2.00 per hour for every hour of normal truck operating time."

Costs are higher today and still increasing. If the New England figures apply to the 85,000 trucks in the Toronto area, the cost of delays is staggering. If to this we add the cost of accidents and blighted land values and the other unfortunate results of traffic congestion, the need for action in our larger communities becomes very evident, and the larger the community, the more desperate the need.

Solutions

Several basic attacks on the problem are indicated:

- The redevelopment of congested, blighted areas with proper planning for efficient traffic movement on an area basis.
- The construction of a network of controlled access highways, the function of which should not be to provide arteries to and from the congested central area, but rather to provide the major routes for longer haul traffic through the urban area and from and to the Provincial Highway system at satisfactory speeds leaving the existing streets for local distribution.
- The planning and development of public transportation systems designed for comfort, convenience and speed.

- A comprehensive economic study of the effects of present parking policies and the planning and development of off-street parking facilities based on such an economic study.

Programmes of this nature are, of course, very costly and beyond the means of normal municipal finances. Since the costs of waste and inefficiencies involved in traffic congestion affect the economic fabric of the whole country, there appears to be ample justification for the senior levels of government, both provincial and federal, bearing a large proportion of the cost. There is evidence that our governments are realizing the increasing needs.

Reprinted from the June 1961 issue of the CANADIAN MOTORIST, an official publication of The Canadian Automobile Association.

THE COMMUNITY PARTNERSHIP

What is the community partnership? What are its component parts and what are their respective functions? The partnership consists of the people in any community both individually and collectively as joined together for common purposes in the various clubs, organizations and associations of all kinds, together with government at all levels, including federal, provincial and local.

To this partnership we have individually entrusted the gigantic task of ensuring that our way of life is so shaped as to guarantee to each of us the maximum opportunities, benefits and comforts that can properly be made available within the capacities of our economic resources.

Unquestionably the individual is the basic ingredient of this partnership for, although he must on numerous occasions express himself through various associations and government at one level or another, he retains at all times the power to terminate and replace any such organ.

Obviously in the complexity of modern day living it is just impossible for each individual to deal with all problems that arise from day to day and much of this work must be delegated to others. Thus, in a democracy such as ours, the bulk of our public affairs has been delegated to government which, while somewhat removed from daily consultation with us, must nevertheless account to us periodically for its conduct. We must never lose sight of the fact that government is our creature and when things do not go well we should examine our own attitudes and contributions and not merely criticize the activities of others.

Nowhere do we find the full partnership more completely in operation than in the field of planning. In the day to day dealings with this phase of our affairs we find the co-ordinated efforts of the citizen in the community, municipal government and provincial government. The citizen, as a member of the citizen planning committee, advises on the preparation and details of the scheme and, in most cases, his committee becomes the authority charged with its ultimate application. Municipal government is charged with the task of devising the scheme and enacting it as a part of the law in the community. Provincial government is charged with reviewing the scheme to ensure that it fits into the over all pattern of provincial development.

Here then we find the whole partnership joined together in determining what is for us the most desirable solution in the light of our shifting needs from year to year. And I use the phrase "shifting needs from year to year" most advisedly, because any thought of rigid permanence in planning can arise only out of a failure to appreciate the revolutionary changes which constantly affect our daily needs, and represents, on our part, a refusal to take advantage of the tremendous opportunities which present themselves from time to time as a necessary by-product of those changes.

We cannot look into, or plan for, the unknown quantities of the future, but we can plan realistically for our present needs and with due and proper regard for the known factors of tomorrow. It is the very essence of planning that, while serving the needs of the day, it sets and provides the pattern for tomorrow.

Adapted from an address by W. J. Johnston, Q.C., Chairman of the Manitoba Municipal Board, given at a forum in Brandon which was co-sponsored by the Manitoba Division of CPAC and the Manitoba Department of Industry and Commerce.



*You are cordially invited to attend the
1961 National Planning Conference*

of the

*Community Planning Association of Canada
being held in the Nova Scotian Hotel, Halifax*

from October tenth to thirteenth

*Vous êtes cordialement invité à assister
au Congrès National d'Urbanisme 1961*

de

*l'Association Canadienne d'Urbanisme,
qui se tiendra à l'hôtel Nova Scotian, à Halifax,*

du dix au treize octobre

1961 NATIONAL PLANNING CONFERENCE

preliminary programme

TUESDAY, OCTOBER 10
3.00 p.m.

Registration Desk: Open from 10.00 a.m. to 10.00 p.m.

TOUR

A tour of Halifax Naval Dockyard, the Harbour and a visit to one or more of the ships alongside at the time. If conditions permit, a short passage in one of H.M.C. Ships will be arranged.

8.00 p.m.

RECEPTION

A social gathering for all delegates and their wives.

WEDNESDAY, OCTOBER 11
9.30 a.m. — 9.45 a.m.

Registration Desk: Open from 8.00 a.m. to 8.30 p.m.

Introductory Remarks and Welcome to Delegates

Jacques Simard, *President, Community Planning Association of Canada.*

9.45 a.m. — 10.30 a.m.

Keynote Address

HOW TO MAKE REGIONAL PLANNING WORK

Defining the Region; urban and rural relationships; community interests within the region.

10.45 a.m. — 12.30 p.m.

Panel Discussion

THREE VIEWS OF REGIONAL PLANNING

Halifax-Dartmouth Region; Alberta's District Planning Commissions; Central Ontario.

1.00 p.m. — 2.30 p.m.

Luncheon

Host: Maritime Telegraph and Telephone Company

Chairman: A. G. Archibald, *Vice-President and General Manager, Maritime Telegraph and Telephone Co.*

Address: To be announced.

2.45 p.m. — 4.00 p.m.

Panel Discussion

LAND USE — PUBLIC INTEREST vs. PRIVATE RIGHTS

Chairman: F. Joseph Cornish, Q.C., *Vice-President CPAC.*

General discussion with panelists including a legal specialist, a sub-divider, a land owner, a redevelopment specialist.

4.15 p.m. — 5.30 p.m.

Panel Discussion

THE PRESERVATION OF AGRICULTURAL LAND—THREE VIEWS

Fraser Valley, B.C., Niagara Peninsula, Ont., Annapolis Valley, N.S.

5.45 p.m.

RECEPTION

For all delegates and their wives.

Host: Oland and Son, Halifax.

8.30 p.m.

ANNUAL GENERAL MEETING, COMMUNITY PLANNING ASSOCIATION OF CANADA

CONGRÈS NATIONAL D'URBANISME 1961

programme préliminaire

MARDI, 10 OCTOBRE

3 h. p.m.

Inscription: De 10 h. a.m. à 10 h. p.m.

Visite

Visite du chantier maritime de Halifax, du port et d'un ou de plusieurs des navires à quai à ce moment-là. Si les circonstances le permettent, un court voyage sur l'un des navires de Sa Majesté sera arrangé.

8 h. p.m.

Réception

Réunion sociale de tous les congressistes et leur épouse.

MERCREDI, 11 OCTOBRE

9 h. 30 a.m. à 9 h. 45 a.m.

Inscription: De 8 h. a.m. à 8 h. 30 p.m.

Discours d'ouverture et bienvenue aux congressistes

Monsieur Jacques Simard, *président, Association canadienne d'urbanisme*

9 h. 45 a.m. à 10 h. 30 a.m.

Discours — Présentation du thème du congrès

COMMENT REUSSIR LE PLANNING REGIONAL

Définition de la Région; Relations entre région urbaine et région rurale; Intérêts communs à l'intérieur de la région.

10 h. 45 a.m. à 12 h. 30 p.m.

Discussion en commission — TROIS OPINIONS SUR LE PLANNING REGIONAL

Région de Halifax-Dartmouth; Commissions d'urbanisme de district de l'Alberta; L'Ontario central.

1 h. p.m. à 2 h. 30 p.m.

Déjeuner

Hôte: "Maritime Telegraph and Telephone Company"

Présidé par: A. G. Archibald, *vice-président et directeur général de "Maritime Telegraph and Telephone Co."*

Discours: A être annoncé.

2 h. 45 p.m. à 4 h. p.m.

Discussion en commission

UTILISATION DU TERRAIN — INTERET PUBLIC vs. DROITS PARTICULIERS

Président: Monsieur F.-Joseph Cornish, C.R., *vice-président de l'A.C.U.*

Discussion général avec les membres de la commission par un spécialiste en questions juridiques, un entrepreneur général, un propriétaire de terrain, un spécialiste en réaménagement.

4 h. 15 p.m. à 5 h. 30 p.m.

Discussion en commission

LA PRESERVATION DU TERRAIN AGRICOLE—TROIS OPINIONS

Un membre de la commission pour chacun des trois points suivants: Vallée de la rivière Fraser, C.-B.; Péninsule de Niagara, Ont.; Vallée de l'Annapolis, N.-E.

5 h. 45 p.m.

Réception — pour tous les congressistes et leur épouse.

Hôte: Oland and Son, Halifax, Nouvelle-Ecosse.

8 h. 30 p.m.

REUNION GENERALE ANNUELLE, ASSOCIATION CANADIENNE D'URBANISME

THURSDAY, OCTOBER 12

9.00 a.m. — 10.30 a.m.

Workshop Discussion — three groups

**THE ORGANIZATION AND ADMINISTRATION OF A
REGIONAL PLANNING AUTHORITY**

Factors: Legislation for establishing such an authority; possible methods of operation; financing; membership on such an authority's board or commission; staffing, etc.

Plenary Session — reports from Chairman of each group and general discussion.

10.45 a.m. — 12 noon

Luncheon — Nova Scotian Hotel, Halifax.

12.30 p.m.

Host: City of Dartmouth

Chairman: His Worship the Mayor of Dartmouth, or his representative.

Address: **AESTHETIC CONSIDERATIONS IN COMMUNITY PLANNING**

Speaker: Mrs. Blanche Lemco Van Ginkel.

2.15 p.m. — 2.30 p.m.

PLANNING TOUR

Introduction to tour by Homer Borland, *Regional Supervisor, Atlantic Region, CMHC*

2.30 p.m. — 5.30 p.m.

Planning tour of Halifax and Dartmouth, by bus. Visit will include important redevelopment areas with commentaries at key points by qualified persons who are involved in the various projects, e.g. Mulgrave Park.

7.00 p.m.

RECEPTION

7.45 p.m.

CONFERENCE DINNER

Host: The Province of Nova Scotia

Speaker: The Hon. Robert L. Stanfield, *Premier of Nova Scotia.*

Address: To be announced

FRIDAY, OCTOBER 13

9.00 a.m. — 10.45 a.m.

Panel Discussion

PLANNING FOR CANADA'S CENTENARY

Three panelists to discuss physical development, both urban and rural, which could be undertaken by all levels of government and voluntary citizens' groups, with achievements by 1967 as the goal.

11.00 a.m. — 11.20 a.m.

TRANSIT IN RELATION TO COMMUNITY PLANNING

P. A. S. Todd, *Canadian Transit Association.*

11.20 a.m. — 12.40 p.m.

Question Period

A special panel to answer and discuss selected questions taken from question box which has been placed in the Registration area from the opening of the Conference until noon, Thursday, October 12. Panel will consist of a CPAC National Councillor, a professional planner, a businessman, a Municipal Official.

1.00 p.m. — 3.00 p.m.

Closing Luncheon

Host: The City of Halifax

Chairman: Jacques Simard, *President of CPAC.*

Brief Address: His Worship John E. Lloyd, Mayor of Halifax.

Luncheon Address: To be announced

Closing Remarks: The President.

A printed programme containing the names of all speakers will be distributed shortly.

JEUDI, 12 OCTOBRE

9 h. a.m. à 10 h. 30 a.m.

Travail en comités — trois groupes.

L'ORGANISATION ET L'ADMINISTRATION D'UNE COMMISSION REGIONALE D'URBANISME

Facteurs: Législation pour l'établissement d'une telle commission; modes possibles de fonctionnement; financement; conditions requises pour être admis au Conseil d'une telle commission; personnel, etc.

10 h. 45 a.m. à midi

Session plénière — rapports du président de chaque comité et discussion générale.

12 h. 30 p.m.

Déjeuner — Hôtel Nova Scotian, Halifax.

Hôte: Cité de Dartmouth

Président: Son Honneur le Maire de Dartmouth ou son représentant.

Discours: CONSIDERATIONS ESTHETIQUES EN URBANISME

Mme. Blanche Lemco Van Ginkel.

2 h. 15 p.m. à 2 h. 30 p.m.

Visite d'urbanisme

Mode d'explication sur la visite par monsieur Homer Borland, *directeur régional, région de l'Atlantique, SCHL.*

2 h. 30 p.m. à 5 h. 30 p.m.

Départ de l'hôtel par autobus pour une visite d'urbanisme dans Halifax et Dartmouth. Visite d'importantes régions de réaménagement avec commentaires aux endroits-clés par des personnes compétentes qui ont été impliquées dans les divers projets, e.g. Mulgrave Park.

7 h. p.m.

Réception

7 h. 45 p.m.

Grand dîner du Congrès

Hôte: La province de la Nouvelle-Ecosse.

Orateur: L'honorable Robert L. Stanfield, *premier ministre de la Nouvelle-Ecosse.*

Discours: A être annoncé.

VENDREDI, 13 OCTOBRE

9 h. a.m. à 10 h. 45 a.m.

Discussion en commission — PLAN POUR LE CENTENAIRE DU CANADA

Trois membres de la commission parleront du développement matériel, aussi bien urbain que rural, qui pourrait être entrepris par tous les niveaux du gouvernement et par des groupes bénévoles de citoyens, avec pour objet des réalisations pour l'année 1967.

11 h. a.m. à 11 h. 20 a.m.

LE TRANSPORT EN COMMUN EN RAPPORT AVEC L'URBANISME

P. A. S. Todd, *"Canadian Transit Association"*.

11 h. 20 a.m. à 12 h. 40 p.m.

Période de questions

Une commission spéciale répondra à certaines questions tirées d'une boîte à questions qui aura été placée près du bureau d'inscription, depuis l'ouverture du Congrès jusqu'à midi, le jeudi, 12 octobre.

La commission sera composée d'un conseiller national de l'A.C.U., d'un urbaniste professionnel, d'un homme d'affaires, d'un représentant des autorités municipales.

1 h. p.m. à 3 h. p.m.

Déjeuner de clôture

Hôte: Cité de Halifax

Président: Monsieur Jacques Simard, *président de l'A.C.U.*

Quelques mots de Son Honneur le Maire de Halifax, John E. Lloyd.

Discours: A être annoncé.

Un programme imprimé donnant le nom de tous les orateurs sera distribué sous peu à tous les membres.

Post-Conference Tour

A special tour of the famous Cabot Trail in Cape Breton has been arranged immediately following the Conference for those who would like a short Maritime holiday. Delegates will depart by bus from Halifax on the afternoon of October 13th, and spend that evening at the Silver Dart Motel in Baddeck. They will spend the next day on a leisurely tour of the Cabot Trail stopping for a picnic lunch on the way. They will be back in Baddeck for the night and return to Halifax on Sunday, October 15th. The total cost of this tour, including hotel accommodation, meals and transportation is only \$35-\$40 per person.

Please notify the National Office, as soon as possible, if you are interested in taking this tour.

Reduced Rail Fares

Arrangements have been made with the Canadian Passenger Association for delegates to the Conference to use the Identification Certificate Plan to obtain reduced rail fares. Certain procedures are necessary to comply with the requirements for these reductions:

Persons in regular attendance at our Conference will be sold round-trip tickets at the convention rate by the ticket agent in their city, upon presentation and surrender of an Identification Certificate. Only one certificate is required for a delegate and dependent members of his, or her, family. These certificates may be obtained by writing to the CPAC National Office, 425 Gloucester Street, Ottawa 4.

The reduced rates will be:

- a) *Going and returning by the same route* — one and one half adult normal one way first class or coach fare applying via the route used, plus 25 cents.
- b) *Diverse routes* — three quarters of the one way first class or coach fare, as the case may be, applying from starting point to destination via route travelled on going trip, plus three quarters of the one way fare of same class applying from starting point to destination via route travelled on return trip, plus 25 cents.

Delegates are allowed the privilege of returning up to 30 days after the authorized travel dates for the going trip.

No reductions are available for delegates travelling by air, as the Economy rates now offered across Canada already offer considerable reductions.

Randonnée après le Congrès

Une randonnée particulière sur la fameuse "Cabot Trail" au Cap Breton a été prévue immédiatement après la conférence, pour ceux qui désireraient passer quelques jours de vacances dans les Maritimes. Les délégués quitteront Halifax par autobus, l'après-midi du 13 octobre, et passeront cette soirée au Motel Silver Dart à Baddeck. Ils passeront la journée suivante à visiter tranquillement la "Cabot Trail" et prendront leur déjeuner en route sous forme de pique-nique. Ils seront de retour à Baddeck pour la soirée et retourneront à Halifax le dimanche, 15 octobre. Le coût total de cette randonnée, y compris le logement à l'hôtel, les repas et le transport ne sera que de \$35 à \$40 par personne.

Veuillez avertir le bureau national aussitôt que possible si vous êtes intéressé à faire cette randonnée.

Taux de passage réduit par chemin de fer

On a conclu des ententes avec l'Association des passagers canadiens pour que les délégués au Congrès emploient le plan de certificat d'identification en vue d'obtenir des taux réduits de chemin de fer. Il faut s'en tenir à certaines procédures pour se conformer aux exigences en vue d'obtenir ces réductions:

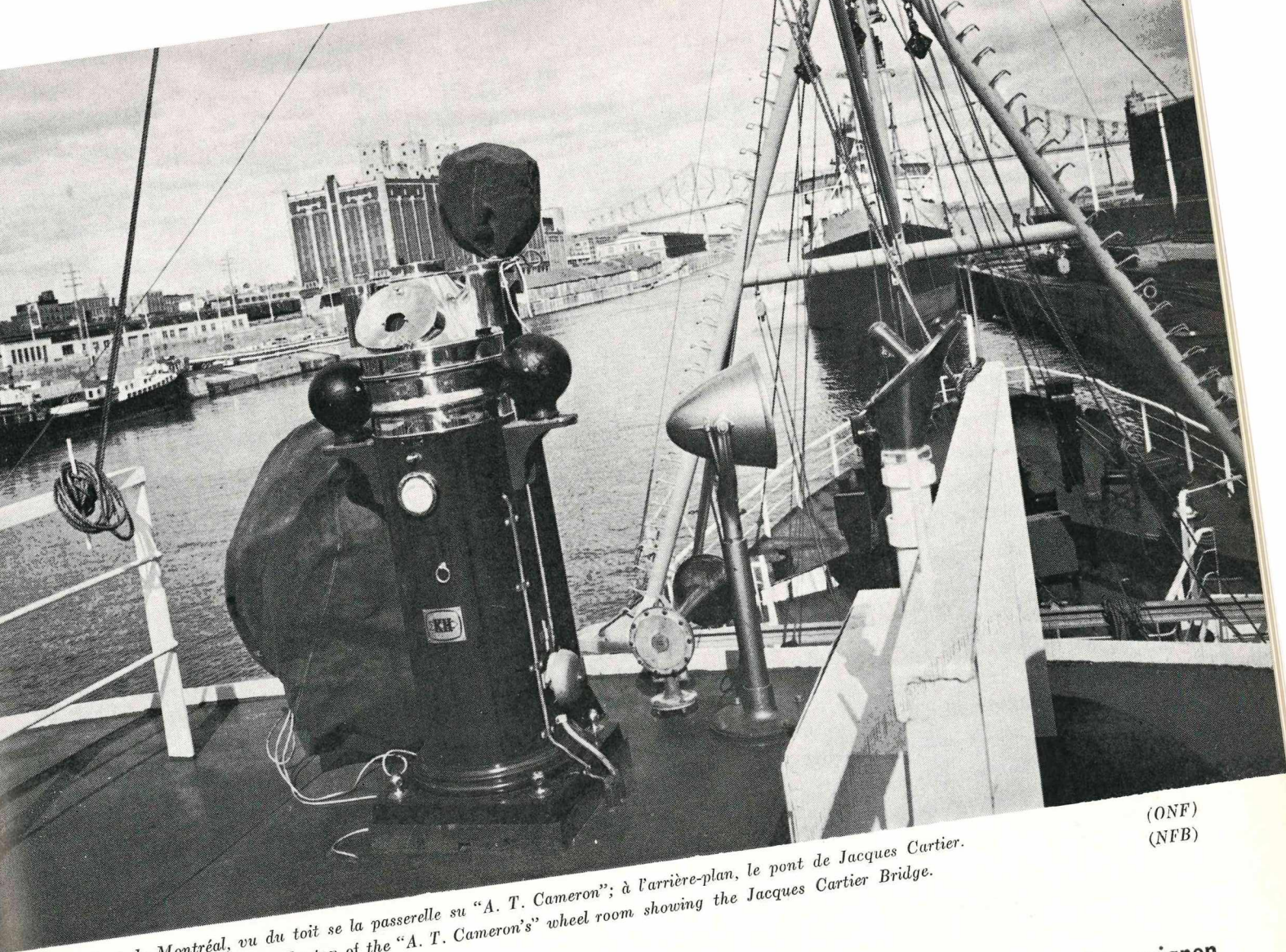
Les personnes qui assistent régulièrement à notre Congrès achèteront leur billet aller-retour au taux de convention, de l'agent des chemins de fer dans leur cité, sur présentation et remise d'un certificat d'identification. Un seul certificat est requis pour un délégué et les membres à charge de sa famille. Ce certificat peut être obtenu en écrivant au Bureau National de l'A.C.U., 425 rue Gloucester, Ottawa 4.

Les taux réduits sont les suivants:

- a) *Aller-et-retour par la même route*—une fois et demie le passage d'un adulte en première classe ou par wagon régulier, d'application pour le trajet choisi, plus 25 cents.
- b) *Routes diverses*—les trois-quarts d'un billet de première classe ou de wagon régulier selon le cas, passage simple, depuis le point de départ jusqu'à destination par le trajet choisi pour se rendre à destination, plus les trois-quarts d'un billet simple de la même classe depuis le point de départ jusqu'à destination par le trajet choisi pour le retour, plus 25 cents.

Les délégués ont le privilège de retourner jusqu'à 30 jours après les dates de voyage autorisées pour se rendre au Congrès.

Aucune réduction n'est disponible pour les délégués voyageant par avion, étant donné que les taux économiques offerts maintenant d'un bout à l'autre du Canada, comportent déjà des réductions considérables.



Le Port de Montréal, vu du toit de la passerelle du "A. T. Cameron"; à l'arrière-plan, le pont de Jacques Cartier.
 The Port of Montreal from the top of the "A. T. Cameron's" wheel room showing the Jacques Cartier Bridge.

(ONF)
 (NFB)

MONTREAL ET SON PORT

par J. C. Bourguignon
 Officier des Relations Extérieures du
 Conseil du Port de Montréal

Le Port de Montréal est classé parmi les grands ports de mer bien qu'il soit situé à plus de mille milles à l'intérieur des terres. C'est la Conférence Atlantique qui en a décidé ainsi, établissant officiellement le statut économique de la Métropole du Canada.

Je n'ai pas l'intention de refaire l'histoire de la fondation de Montréal; chacun sait que Champlain et Maisonneuve y sont pour quelque chose. Les faits et gestes des Jacques Cartier, de LaSalle, Jean Talon, sont connus, et puis . . . c'est une autre histoire . . . paix à leurs cendres . . . et venons-en au Port.

Là, où Cartier arrêta sa barque il y a 426 ans, s'étend, sur 12 milles, un ensemble d'installations modernes qui peuvent accommoder 130 vaisseaux d'un tirant d'eau moyen de 30 pieds.

En 1960, 6211 navires d'un tonnage net enregistré de 16,802,254 tonnes ont fait escale à Montréal entre les 21 mars et 16 décembre, soit, à peu près, 23 arrivées par jour, de sorte qu'il n'est pas rare de voir quelque 75 navires ancrés aux quais et mouillages de la rive nord du St-Laurent.

Le chenal du St-Laurent (dont 100 milles doivent être dragués) est d'une profondeur minima de 35 pieds.

Le Port de Montréal est desservi par les deux compagnies de chemin de fer canadiennes; toutefois, le Conseil des Ports Nationaux opère son propre réseau de 63 milles de rails qui courent le long des quais et qui est relié aux deux systèmes nationaux des C.P.R. et C.N.R.

C'est le Conseil des Ports Nationaux qui gère et est responsable de l'entretien:

1. des 130 quais, piers, jetées et mouillages;
2. des 35 hangars et entrepôts dont la superficie totale atteint 2,881,400 pieds carrés;
3. des quatre élévateurs-silos à grain dont la capacité (additionnée) est de 16,762,000 boisseaux;
4. des entrepôts frigorifiques de 2,909,210 pieds cubes;
5. d'une grue flottante de 75 tonnes et quatre grues-locomotives.

En 1960:

- a) 102,631 passagers ont débarqué à Montréal tandis que 102,229 y ont pris le bateau pour diverses destinations;
- b) 10,356,923 tonnes de marchandises ont été déchargées; par contre, 7,894,801 tonnes de cargaisons ont été exportées;
- c) 96,542,609 de boisseaux de grain ont été reçus et ensilés dont 96,497,032 ont ensuite été expédiés.

Les revenus et dépenses dans les opérations du port de Montréal (Pont Jacques Cartier exclu) se chiffraient comme suit:

	1960	
1. <i>Opérations</i>		
Revenus totaux	\$10,862,437	
Dépenses	7,644,245	
Soit un revenu de	3,218,192	
2. <i>Autres revenus</i>	1,140,459	
	Soit	\$4,358,651
3. <i>Autres dépenses</i>	5,741,060	
(intérêts percevables et dépenses capitales)		
4. <i>Perte nette</i>		\$1,382,409

Qu'est-ce que le Conseil du Port de Montréal?

Il y aura 3 ans le 13 août que se tenait à Montréal la réunion inaugurale du Conseil du Port.

Depuis lors, nous avons défini notre programme et après une période de préparation, nous avons établi solidement nos intérêts dans les affaires du Port et du commerce maritime.

L'idée de former à Montréal un Conseil du Port avait été souvent proposée et discutée en raison du besoin impératif qu'il y avait de promouvoir l'expansion commerciale du Port de Montréal en favorisant l'étude de nos problèmes économiques afin d'encourager l'utilisation de notre grand port.

Les facteurs économiques d'aspect commercial ne sont pas du ressort normal du Conseil des Ports Nationaux. Le trafic commercial devait faire l'objet de notre sollicitude toute spéciale. Le rôle du conseil d'administration du Conseil des Ports Nationaux est de gérer tous les ports qui sont placés sous sa juridiction; il ne peut donc être question que ce conseil favorise le port de Montréal.

C'est le rapport Gibb, publié en 1935, qui a fait germer la conception même du Conseil du Port lorsqu'il recommandait la création d'organismes régionaux dont la composition et les fonctions seraient justement ce qu'est aujourd'hui notre Conseil du Port de Montréal.

Le Bureau Municipal du St-Laurent fut créé en 1955, l'administration civique de Montréal voulait ainsi démontrer son intérêt dans les affaires du Port.

En décembre 1957, une délégation de la Chambre de Commerce du District de Montréal et du Montreal Board of Trade fut reçue par le Ministre du Transport à Ottawa qui accepta de collaborer avec le Conseil du Port dont il encouragea la formation.

En février 1958, un groupe de sept organisations publiques firent une démarche auprès des autorités municipales afin de leur demander de participer activement à l'établissement et aux travaux de notre Conseil. Le Comité Exécutif accepta, à l'unanimité, et s'est depuis lors, conformé à sa résolution.

L'inauguration eut donc lieu en août 1958 lorsque les membres du Conseil du Port prêtèrent serment.

Maintenant, deux ans et demi après son établissement et en plus des résultats pratiques énumérés dans notre rapport, nous pouvons affirmer que le programme d'action que nous avons élaboré aura d'importantes répercussions

économiques sur le développement de toute la région de Montréal dans les années à venir.

Nous avons récemment initié un mouvement de coopération avec d'autres ports canadiens dans le domaine économique et de la promotion commerciale. C'est ainsi que nous avons organisé plusieurs réunions à Montréal et à Ottawa des représentants des comités et conseils des ports gérés par le Conseil des Ports Nationaux afin d'y discuter nos problèmes communs.

On estime qu'une tonne de cargaison qui entre à Montréal ou qui en sort par son port représente à peu près \$6.00 en salaires, commissions, honoraires, frais, transactions commerciales et financières de toutes sortes. Nous basant sur cette évaluation, les quelques 16,000,000 de tonnes de cargaison enregistrées au port l'an dernier ont représenté plus de \$100,000,000 dans l'économie de Montréal. Il y a en plus à considérer les revenus des cargaisons de gros transbordées ici. En estimant ces profits directs nous n'avons pas tenu compte des effets que peut avoir notre port maritime sur le développement industriel de la région. C'est bien à cause de son caractère de port maritime que Montréal est devenu un grand centre industriel et une métropole dans le sens le plus complet du terme.

Nous ne perdons donc pas de vue ce facteur déterminant de notre vie économique qui permettra l'expansion prospère de notre région. Il relève de notre responsabilité de faire notre avenir en dépit de la concurrence agressive des autres ports, qu'ils soient américains ou canadiens; c'est ce défi à notre prospérité qui justifie notre programme.

La raison sociale du Conseil du Port de Montréal (incorporé à Québec, 1960)

- Etudier, développer et assurer l'application pratique dans l'intérêt économique de Montréal d'une politique d'expansion et d'amélioration des installations et services du Port;
- Collaborer avec les autorités municipales, provinciales et fédérales et leurs représentants ainsi que toute autre agence et organisation qui utilisent les installations portuaires ou qui ont des intérêts directs ou indirects dans la prospérité du Port de Montréal et qui contribuent à son développement;

- Promouvoir et développer par tous les moyens appropriés l'utilisation des services portuaires et enrager le trafic;
- Suggérer et promouvoir toutes les améliorations utiles ou nécessaires susceptibles de provoquer l'expansion industrielle de Montréal;
- Faire connaître le Port: publier, éduquer et documenter.

Qui fait partie du Conseil du Port de Montréal?

Vous ayant décrit en quelques mots la raison d'être du Conseil du Port de Montréal, il conviendrait de vous dire qui en fait partie:

Le Président actuel, M. R. L. Dunsmore, ancien président du Montreal Board of Trade;

Le Vice-Président, Maître J. C. Asselin, C.R., représente la Chambre de Commerce du District de Montréal;

Et deux membres:

M. L. Saulnier, président du Comité Exécutif de la Ville de Montréal,

Maître C. Antoine Geoffrion, C.R., du Comité des Citoyens.

La plupart des quatre membres du Conseil ont un substitut qui peut faire acte de présence si l'un des membres est empêché.

Ce conseil des quatre est assisté par des conseillers de la Chambre de Commerce du District de Montréal, du Montreal Board of Trade, de la Ville de Montréal, et par une délégation consultative dont font partie le gérant-administrateur du Port de Montréal, M. Guy Beaudet, et des représentants de la Shipping Federation of Canada, de la Dominion Marine Association, des chemins de fer et des organisations et associations des industries et du transport, enfin le secrétaire: M. Michel Chevalier.

Sommaire des activités du Conseil du Port de Montréal

A. Relations avec les ministères fédéraux et les corporations de la Couronne

Il était inévitable que nous ayons à rencontrer les ministres et hauts fonctionnaires des ministères du Transport, de l'Industrie et du Commerce, des Travaux Publics, de la Citoyenneté et de l'Immigration,

du Conseil des Ports Nationaux et de l'Administration de la Voie Maritime du St-Laurent.

Faisant suite à ces conversations, nous avons constaté avec satisfaction que les autorités fédérales ont pris des décisions en conséquence; particulièrement en ce qui concerne l'ouverture maintenue du Canal Lachine et la formation du Comité de Planification du Port de Montréal. Parmi les autres questions qui ont été abordées et résolues assez rapidement, nous citerons la révision du système de l'examen par les officiers de l'Immigration des passagers à destination de Montréal et l'examen des permis d'accostage et d'amarrage en aval, afin de nous assurer que ceux-ci ne créeraient pas d'obstacle aux abords du chenal navigable.

Nous pensons que le Conseil du Port, qui représente largement les intérêts économiques de la région de Montréal, est reconnu par les autorités fédérales comme étant le porte-parole officiel de Montréal en matière d'intérêts portuaires, et en conséquence, nos relations avec Ottawa ont acquis le caractère et la valeur que l'on sait.

B. Planification et Développement

1. ACTIVITÉS JUSQU'À CE JOUR

a) LE MAINTIEN DU CANAL LACHINE

A la suite de discussions qui eurent lieu à Ottawa, le Conseil du Port a eu la satisfaction de constater que le gouvernement fédéral a pris les mesures qui s'imposaient pour maintenir complètement ouvert le Canal Lachine qui dessert des industries riveraines employant 25,000 personnes. En outre, bien qu'administré par l'Autorité de la Voie Maritime, la gérance financière en incombe au Ministère des Transports, ce qui permet d'éviter un contingentement des services.

Les remarques préliminaires au rapport des experts consultés par notre Conseil et qui ont fait une étude d'un plan directeur du Port, permettent d'affirmer que cette heureuse décision aura des conséquences d'une importance plus considérable encore que ce qui avait été anticipé, puisque le Canal Lachine peut devenir

le facteur décisif dans le développement industriel de ce secteur.

b) COMITÉ DE PLANIFICATION DU PORT

Une autre initiative a été prise par le gouvernement fédéral après nos démarches, décrites plus haut: la formation du Comité de Planification du Port de Montréal qui a pour tâche d'élaborer un nouveau plan directeur du port, avec une étude des limites géographiques du port et une enquête générale sur l'état des installations du port. Ce comité est en activité depuis un an et demi et son rapport est prévu pour 1961.

c) ETUDE D'UN DÉVELOPPEMENT COORDONNÉ

Jacques Simard, M.A.I.U.C., en collaboration avec MM. Van Ginkel et Associés, M.I.U.C., ont été choisis par le Conseil pour préparer une étude générale de coordination des plans et projets de toutes les agences, corporations et comités qui opèrent au port ou qui sont associés directement ou indirectement avec les opérations du port.

Le plan concluant de ces études consiste en recommandations pour l'adoption d'un "système" et suggère les secteurs qui nécessitent une étude particulière.

Les urbanistes-conseils ont préparé, entre autres choses, une revue approfondie de la situation de l'autostrade Est-ouest, du trafic qui y passera et comment le port en sera affecté; la division du port en zones ou secteurs pour raisons industrielles ou autrement; la possibilité de l'utilisation intensive des terres riveraines du Canal Lachine; l'établissement d'un terminus de camionnage au port ainsi que d'une gare maritime pour passagers; le développement des installations pour le commerce du grain en relation avec les autres installations; les effets et conséquences du projet du Canal Richelieu-Champlain; l'élargissement du canal d'Ottawa et la possibilité de navigation d'hiver par la voie maritime du St-Laurent, et les conséquences qu'aurait cette navigation hivernale sur notre économie régionale.

Etude préliminaire du port. (12-XII-1960).

Extraits —

Conclusions de MM. Jacques Simard et Van Ginkel & Associés.

A. Il faut absolument élaborer un plan d'ensemble pour le port, qui tiendra compte de tous les aspects de son fonctionnement, appuyé sur les faits matériels, sociaux et économiques qui sont susceptibles de l'affecter.

Ce plan d'ensemble tiendra compte:

1. des facteurs économiques:
 - a) les pronostics économiques de la ville
 - b) la signification du commerce extérieur prévisible, son importance générale et relative
 - c) le rôle du transbordement, la situation de l'industrie et des marchés
 - d) les changements qui peuvent intervenir, causés par la voie maritime du St-Laurent; des nouveaux types de navires et de machines
 - e) les résultats de changements d'ordre physique du fleuve.
2. devra considérer l'aspect matériel:
 - a) l'expansion de la ville
 - b) la distribution de la population et l'utilisation du terrain dans la ville
 - c) un système de circulation adéquat par rail et par rues pour la ville
 - d) l'aspect visuel du port comme partie essentielle de la ville.
3. devra inclure tous les aspects étudiés au cours de ce travail, leurs relations mutuelles, tant économiques que matérielles.

B. Il semble qu'un nombre considérable d'activités du Port dépasse la juridiction du Conseil des Ports Nationaux. Trois agences gouvernementales les contrôlent:

1. Les uns gèrent les voies navigables;
 2. D'autres y sont intéressés pour d'autres raisons que le commerce maritime;
 3. Il y a enfin les fonctionnaires qui contrôlent les activités sur terre (e.g. les routes et les chemins de fer).
- Il est évident que l'administration du Port ne saurait contrôler tous les facteurs qui entrent dans son opération.

Nous recommandons donc une étude plus poussée des rapports entre les gouvernements fédéral, provincial et municipal du point de vue des exigences du Port de Montréal.

C. *Résumé des Recommandations.* Dans la présente étude nous avons fait plusieurs recommandations après l'examen de chaque problème et de chaque question. Mais tous ces problèmes et toutes ces questions sont interdépendants et souvent se pénètrent les uns les autres. On doit s'en occuper dans leur contexte sans perdre de vue leurs relations intimes dans un fonds commun.

Recommandations de première importance

1. La réhabilitation du vieux Montréal afin qu'il soit de plus grande utilité et au port et à la ville.
2. Le déménagement des entrepôts hors des vieux quartiers vers des sites mieux avantageés par leurs communications.
3. La construction d'une route portuaire, d'accès facile de toutes parts, reliée aux ponts et au système routier.
4. Une étude de la possibilité d'utilisation par l'industrie des terrains qui longent le canal Lachine.
5. Le maintien du canal Lachine comme voie d'eau navigable et le réaménagement de l'entrée.
6. Une étude des voies d'eau navigables intérieures, de leur avenir et de leur utilité possible pour le port.
7. Une étude de la possibilité d'utiliser des allèges et les péniches des canaux dans le port avec l'accroissement du trafic maritime des eaux intérieures et la modification des courants.
8. Les travaux du génie pour maintenir un niveau des eaux plus élevé et atténuer les courants et contre-courants dans le port.
9. Une enquête approfondie des méthodes d'entreposage et de manutention des grains pour déterminer les systèmes les plus avantageux pour le port et leur influence sur sa planification.
10. Une évaluation complète de l'utilisation de l'équipement à quai, de l'influence qu'il aurait sur la manutention des cargaisons, le cubage des hangars et les autres aménagements.
11. La détermination des facteurs qui décideront de l'emplacement des terminus pour les voyageurs et d'un plan qui satisfasse à toutes leurs exigences.
12. L'élaboration d'un plan d'ensemble pour le port qui tienne compte de tous les éléments d'ordre économique, matériel et administratif qui influencent le fonctionnement du port.
13. Une coordination logique et systématique de toutes les différentes juridictions qui ont affaire au port, et la fondation d'un programme de promotion du port.

La plupart de ces recommandations doivent être l'objet d'une action concertée plutôt que séparée, à cause de leur interdépendance. On arrivera au but si on confie à un groupe d'experts tels que des économistes, ingénieurs en hydrographie, en industrie, urbanistes, ingénieurs en transports et spécialistes en matières d'administration et de politique la tâche d'analyser les situations qui sont propres à leur compétence.

Etudes

Il faudra donc, en conséquence, entreprendre les études suivantes:

1. De la circulation, entreposage et camionnage inclus
2. De la manutention et de l'entreposage des marchandises en autant qu'elles affectent le plan d'ensemble
3. De la régularisation du flux et du volume d'eau, de l'expansion du port et de l'utilisation de différents types de bateaux

4. Du partage des responsabilités
5. D'un plan d'ensemble pour le port.

(Fin de l'extrait de L'ETUDE PRELIMINAIRE)

2. ACTIVITÉS FUTURES

- a) Le Conseil du Port se propose de lancer un programme à long terme lorsqu'aura été discutée et acceptée son Etude d'un Plan Préliminaire. Ce programme inclura la coordination des plans et développements du port en relation avec toutes les agences qui y ont juridiction.
- b) Une enquête sur l'origine et la destination de tous les produits et marchandises qui passent par Montréal est en voie de préparation avec la collaboration des compagnies de transport de tous genres. Ceci pourrait faire l'objet d'une étude annuelle. L'état de la situation étant ainsi établi faciliterait notre travail de promotion et la tâche serait rendue moins complexe également à ceux qui projetteraient les améliorations des installations.

CE QUE L'ON PROPOSE

Nous n'agissons pas seulement lorsque nous y sommes forcés par l'urgence d'un problème nouveau; le Conseil a l'intention d'ouvrir une enquête l'automne prochain afin de définir exactement les relations entre la gérance du Port et toutes les agences et compagnies qui, directement ou indirectement, affectent le port—secteurs municipal, provincial, fédéral, transport, etc.

Nous étudions item par item, les chiffres fournis par le Bureau Fédéral de la Statistique et autres sources et nous assistons le Conseil des Ports Nationaux dans sa campagne pour une plus grande utilisation des ports canadiens, en accomplissant des démarches auprès des exportateurs canadiens empruntant les ports américains.

Promotion aux congrès commerciaux et maritimes—Le Conseil du Port a présenté un exhibit très intéressant lors du congrès de l'A.A.P.A., en septembre dernier, à l'Hôtel Reine Elizabeth de Montréal. La Ville de Montréal, et le Conseil des Ports Nationaux avaient contribué à cette initiative publicitaire, conjointement avec l'industrie montréalaise.

Film—La pellicule de Radio-Canada et du Conseil sur le Port de Montréal a été montrée en première aux délégués.

En étroite coopération avec les agents de Radio-Canada à l'étranger, le Conseil a pris des mesures pour que la version française de cette production, "Montréal, comptoir commercial mondial", soit montrée au réseau de la R.T.F., ainsi qu'en Hollande, en Allemagne, et en Grande-Bretagne.

Enfin, M. Bourguignon a été invité à parler du Conseil du Port de Montréal au réseau national de télévision de Radio-Canada, en mars, au programme "701".

Congrès auxquels le Conseil du Port de Montréal s'est fait représenter: Canadian Exporters' Association, à Montebello; M. Dunsmore a participé à la conférence sur le commerce étranger à New-York, en novembre 1960; M. Dunsmore a assisté à la Journée des ports de l'Atlantique, à Halifax, N.E., le 27 novembre; La Conférence d'une semaine du commerce d'exportation, à Ottawa, en décembre dernier;

Ports des Etats-Unis—Par l'entremise de nos commissaires du commerce à Boston et à New-York, nous avons reçu des informations précises sur les campagnes intenses de publicité des ports des Etats-Unis, sans oublier l'activité d'agents sollicitateurs dans les provinces d'Ontario, et de Québec.

Nous avons fait certaines représentations à Ottawa qui les étudie actuellement.

Le Conseil du Port de Montréal a réussi à grouper des représentants des comités du port de toutes les villes des ports du Conseil des Ports Nationaux. Des plans d'action concertée sont à l'étude.

Nous avons assisté à chacune des assemblées du Comité des ports canadiens.

Le Conseil du Port de Montréal observe d'un oeil vigilant les taux océaniques d'expédition et leurs effets sur le Port de Montréal à comparer avec les autres ports.

Nous avons reçu une analyse détaillée comparative des taux en vigueur dans les différents ports et nous l'avons insérée dans notre premier Manuel du Port de Montréal.

ACTION

L'an dernier, nous avons participé aux représentations faites auprès du gouvernement japonais par différents groupes et à la suite desquelles les taux de fret de la Conférence japonaise, pour Montréal, sont revenus au niveau de ceux des ports de mer américains de l'Atlantique. La même situation s'étant reproduite cette année, nous sommes intervenus à nouveau, cette fois conjointement avec le Comité des ports canadiens (To.15.2.61)

- i) *Manuel du Port de Montréal*: Pour la première fois au Canada, un Manuel (200 pages) du Port de Montréal a été publié en coopération avec le Conseil des ports nationaux, le ministère fédéral des Transports, l'Association des Exportateurs Canadiens, l'Administration de la Voie Maritime du St-Laurent, Canada Steamship Lines et le ministère fédéral du Commerce.

Ce manuel renferme tous les règlements et tarifs du Port de Montréal et la liste de ses services et installations.

L'édition 1961-62 du "Manuel du Port" est maintenant en préparation.

- ii) *Publicité à la TV, à la radio et renseignements*: Depuis avril 1960, alors que nous avons été nommé officier des relations publiques, nous avons pu organiser des programmes d'information à la radio et à la TV, sur le Port de Montréal et son trafic.

Les journaux de Montréal ont consacré plusieurs articles éditoriaux au Conseil du Port de Montréal.

Nous avons également fourni des articles et des renseignements à la presse canadienne et à des publications canadiennes et étrangères.

- iii) *Annonces*: Jusqu'à maintenant, le Conseil du Port de Montréal n'a publié que très peu d'annonces directes, vu la nécessité de conserver les fonds à sa disposition pour l'organisation et l'administration d'initiatives de promotion plus urgentes.

Des annonces ont été insérées dans certaines publications spécialisées de la navigation comme:

Canadian Ports Directory, Canadian Shipping and Engineering News.

- iv) *Europe Occidentale*: En décembre 1960 et janvier 1961, M. Bourguignon a visité les villes européennes suivantes: Londres, Paris, Bruxelles, Anvers, Gand, Rotterdam, Amsterdam, Hambourg, Bâle. M. Bourguignon accomplissait son voyage annuel en Europe. D'excellents contacts y ont été établis. Il a pris la parole devant la section nord-américaine de la London Chamber of Commerce, le Comité d'Expansion Economique du Ministère de l'Industrie et du Commerce du gouvernement français, le Conseil du Port de Rotterdam.

Ce que font les autres

RAPPORT ANNUEL 1960 DU MASSACHUSETTS PORT AUTHORITY

Promotion en faveur du port de mer: "Tout au cours de l'année financière, notre équipe de promotion a continué de faire connaître à l'extérieur les avantages du commerce via le port de mer de Boston. Les visites rapportables — celles concernant la vente directement — se sont élevées à 2,937, une augmentation de dix pour cent sur les 2,651 de l'année précédente. Ces visites ont été faites à travers la Nouvelle-Angleterre, les provinces de l'Ontario et de Québec, de même que les Etats de New-York, New-Jersey, Ohio, Illinois et le district de Columbia.

"Le président de l'Authority s'est rendu en Europe cet été afin d'avoir des entretiens avec les autorités du transport dans le nord des pays. Ces discussions ont servi de base à des recherches en vue de déterminer où les bureaux extérieurs du Massachusetts Port Authority devraient être établis en Europe. M. Brest s'est particulièrement attardé dans le port de Londres où l'Authority est représenté depuis 1908. Il a également visité Southampton, Paris, Amsterdam, Rotterdam, Anvers, Bruxelles, Zurich, Copenhague.

"Le directeur-administrateur et son personnel participent activement à presque toutes les organisations de quelque importance se vouant aux questions du transport dans la région du Grand Boston. Le directeur-administrateur est un officier de plusieurs organisations du port de mer où l'on trouve l'expérience et les idées si précieuses pour l'avenir de Boston.

"Le personnel a prononcé de nombreuses causeries devant des groupes d'affaires et des groupes sociaux. Soulignons particulièrement, à ce sujet, des assemblées régionales des intérêts du transport tenues à Worcester et au Canada."

ETUDE COMPARATIVE DES PORTS

Service d'information et publications à:

Montréal et ports canadiens

- 1) Manuel du Port de Montréal
- 2) Copies des règlements et taux du Conseil des Ports Nationaux — Pas en circulation, un nombre limité, sur demande seulement.
- 3) Rapport annuel du Conseil des Ports Nationaux
- 4) Petit pamphlet
- 5) Petit livret

18 millions de tonnes

Rotterdam

- 1) Annuaire illustré — 436 pages guides pour Rotterdam et les ports européens. Bottin en 6 langues, généreusement distribué.
- 2) 1961 Grain Elevator — 4 pages — Faits
- 3) 63 pages Grain Silos. Information complètes
- 4) Rotterdam Port Council. 85 pages, publication de luxe, 4 langues.
- 5) Compétition gratuite dans un port ouvert — Rotterdam
- 6) 3 genres de cartes
- 7) Frais de port
- 8) Publication de l'Ecole Professionnelle de Marine
- 9) Rapport annuel
- 10) Rapport sur la construction

81 millions de tonnes

Hambourg

- 1) Annuaire illustré — 305 pages — Hamburg-book
- 2) Mensuel: magazine "Ship Via Hamburg"
- 3) Hebdomadaire: Liste des départs de Hambourg
- 4) Quotidien: rapport du port de 10 pages
- 5) Information sur le port — 223 pages
- 6) Rapport annuel de la Chambre de Commerce — 295 pages en allemand et en anglais.
- 7) Manuels pour les visiteurs du port — 2 albums différents.
- 8) Publication sur le commerce maritime interne de Hambourg — 2 publications annuelles différentes
- 9) 1 carte pamphlet

31 millions de tonnes

J'espère que l'exposé succinct que je vous ai soumis ici vous aura permis d'entrevoir le problème du Complexe Port et Ville de Montréal.

Comme l'ont si bien dit les urbanistes MM. Simard et Van Ginkel, une étude approfondie du Port dans le cadre physique et économique de la Ville s'impose d'urgence.

Je suis un peu rêveur et parfois, je m'imagine que Montréal pourrait très bien devenir le Rotterdam d'Amérique du Nord destiné à desservir le "Middlewest" canadien et américain; encore faut-il que les Canadiens, et

particulièrement les Montréalais le veuillent ainsi . . . Malheureusement, le Port a peu de place dans l'esprit des Montréalais et en général, il n'en a pas dans leur coeur; peut-être est-ce parce qu'ils ne connaissent pas leur Port, et peut-être, parce qu'ils ne le voient pas souvent.

Après la destruction de Rotterdam, les citoyens et les édiles entreprirent la reconstruction et la modernisation du port qui est devenu le deuxième port du monde.

Le coeur de Rotterdam, c'est son grand, toujours plus grand port.

Rien n'empêche le Canada et les Canadiens de vouloir leur port et de la faire grand. Que l'on commence par s'y intéresser, qu'on s'en informe, que l'on se renseigne sur ce que font les autres, et qu'enfin on prenne la décision, la seule "de l'Action"!

Que l'expansion économique rationnelle de la métropole soit l'une de nos "nouvelles frontières". Qu'on élimine la médiocrité pour reconstruire en bien et en mieux, que chacun y mette du sien. Puisque l'on fait face à des adversaires qui se révèlent chaque jour plus agressifs dans cette guerre froide économique, il conviendrait peut-être que l'esprit de coopération amicale qui, Dieu merci, existe entre les autorités du Port et le Conseil du Port de Montréal, devienne plus qu'un esprit, que cela se traduise par des actes conjoints dans le but de gagner notre bataille à nous. Cela ne veut pas dire qu'il faille recourir à des projets utopiques mais bien à des solutions froidement réalistes.

Disons-nous que l'âge d'or de l'après-guerre, avec ses "délices de Capoue" et toutes les solutions de facilité, c'est le passé. Ces temps sont révolus. Ne faisons pas comme le corbeau de Lafontaine. Même si l'on nous dit encore que tout va pour le mieux dans notre Canada où les citoyens jouissent de l'un des plus confortables standards de vie au monde, ne nous laissons pas prendre à ce genre de flatteries gratuites. Pour que le port prospère, il faut que nous continuions à importer et pour pouvoir importer, il faut exporter davantage. L'expansion et la modernisation du port ne peuvent se concevoir que si, au lieu d'exiger des barrières économiques, nous produisons plus, nous améliorons la qualité de nos produits, et cela tout en tenant compte des exigences des marchés et

des prix de la concurrence. Il faudra reconquérir des marchés perdus et introduire les mots "made in Canada" sur d'autres marchés, car un port, ce n'est pas un musée. Il ne faut toutefois pas sacrifier le passé historique, le vieux Montréal, à la manie moderne de "l'utilitarisme" futuriste.

Bibliographie

Nous serons heureux de faire parvenir aux lecteurs de la

REVUE CANADIENNE D'URBANISME qui nous en feront la demande, les documents suivants:

- a) Le Rapport 1960 du Conseil des Ports Nationaux
- b) Montreal Port Handbook
- c) Le film "Montréal, Comptoir International"—(29 minutes), 16 m/m.

*Conseil du Port de Montréal,
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English Extract

The following is an extract from the PRELIMINARY PORT STUDY of the Montreal Port Council, by Jacques Simard, H. P. Daniel van Ginkel and Blanche van Ginkel (December 12, 1960):

- A. It is imperative to make a comprehensive plan for the port which covers every aspect of its operation and which is based on all the physical, social and economic factors which can affect it.
- B. The comprehensive plan should
 1. be based on economic considerations:
 - a. economic prognostications for the city;
 - b. the implications of foreign trade in the future;
 - c. the role of transshipment, location of industry and markets;
 - d. changes which may result from the Seaway, from new types of vessels and equipment;
 - e. the result of physical changes in the river.
 2. consider the physical context:
 - a. the development of the city;
 - b. population distribution and land use in the city;
 - c. a desirable circulation network for the city (road and rail);
 - d. the visual character of the harbour as part of the city.
 3. include all items in the foregoing sections of this report and their relationships, both economic and physical.
- C. *Summary*—Many port activities depend on services which are beyond the jurisdiction of the National Harbours Board. They are controlled by three types of authorities:
 1. Concerned with navigable waterways;
 2. Interested in water for purposes other than shipping;
 3. Controlling shore facilities (e.g. road and rail).

It is evident that a port authority cannot control all the factors which affect its operation.

We therefore recommend further study of the relationship between federal, provincial and municipal authorities from the point of view of the requirements of the Port of Montreal.

- D. *Summary of Recommendations.* In the foregoing report we have made a number of recommendations consequent to the examination of each item and function. However, all these items are very closely inter-related and in many instances their fields of influence overlap one another. Therefore they should be acted upon in their proper context, recognizing the manifold relationships and common ground.

Major Recommendations:

1. Rehabilitation of the old city so that it may better serve the port and the city as a whole.
2. The relocation of warehousing which currently exists in the old city to sites which are better related to communications.
3. Construction of a harbour road to provide ready access to all parts of the harbour and link it to the bridge heads and highway network.
4. The investigation of industrial land use potential along the Lachine Canal.
5. The maintenance of the Lachine Canal as a navigable waterway and relocation of the entrance.
6. The investigation of inland waterways, their potential and their possible value to the port.
7. Consideration of the use of barges and canallers in the port as it may be affected by increased inland traffic and by changes in the currents.

8. Water control measures to maintain a high water level and to reduce the current and cross-currents in the harbour.
9. An intensive investigation of the storage and handling of grain to determine the most advantageous systems and their effects on port planning.
10. A thorough assessment of the use of shore gear, its influence on shipping operations and its effect on shed requirements and other facilities.
11. Determination of criteria for the location of passenger terminals and of a programme based on their manifold requirements.
12. Formulation of a comprehensive port plan based on all the economic, physical and administrative considerations which affect the operation of the port.
13. Systematic coordination of all areas of authority which affect the life of the port and institution of a port promotion programme.

Many of these recommendations should be approached by combined rather than by separate action, since the problems are closely interrelated. This can be done by means of a series of studies, to be undertaken by appropriate experts such as economists, hydrographic engineers, industrial engineers, city and regional planners, transportation planners and specialists in government and administration.

Studies

The following studies, then, should be undertaken:

1. Circulation, including warehousing and trucking.

2. Handling and storage of commodities as they affect the physical plan.
3. Water control, the expansion of the harbour and the use of different types of vessels.
4. Areas of authority.
5. Comprehensive port plan.

All these studies should be initiated as soon as possible, since they can affect decisions which may have to be taken very soon with respect to major installations. The action which will be recommended by one of these studies may not be urgent, but the completion of the study itself is urgent because its conclusions can affect action in other areas of study.

Furthermore, the immediate study of items 1-4 is necessary in order to formulate the comprehensive port plan. In the final analysis this is the most important tool for the proper development of the port and of its relationship to the city. An integral part of the comprehensive port plan would be a programme for capital expenditures. This, in particular, dictates the early completion of the first four items, since they will determine the nature and extent of the facilities required.

Immediate Action

The following items should be acted upon immediately:

1. The establishing of a redevelopment authority in the old city.
2. The construction of a harbour road and the relocation of warehousing.
3. A programme for land use development in the Machine Canal area.

Nous avons le vif regret d'annoncer le récent décès de deux personnes remarquables qui ont largement contribué à l'oeuvre de notre Association.

It is with profound regret that we must announce the recent deaths of two outstanding persons who made great contributions to the work of our Association.

J. Roland Bédard

Monsieur J.-Roland Bédard, conseiller national, représentant la Division de Québec au Conseil national de l'A.C.U., est mort le 2 avril dernier, à la suite d'une longue maladie. Monsieur Bédard était le directeur du Service d'urbanisme de la cité de Québec; il était aussi l'un des auteurs du plan directeur dressé pour cette cité.

Natif de Québec, monsieur Bédard était diplômé de l'Ecole d'Agriculture de Ste-Anne-de-la-Pocatière. Au cours de la deuxième guerre mondiale, il a servi dans l'armée canadienne avec le grade de lieutenant. De 1945 à 1948, il se spécialisa en urbanisme à l'Université Cornell. En 1949, monsieur Bédard accepta la tâche de fonder et de diriger le service municipal d'urbanisme de Québec.

Monsieur Bédard a consacré une grande partie de son temps libre aux oeuvres d'associations religieuses et de bienfaisance. Il était l'un des fondateurs du Patro de Charlesbourg, membre du Tiers-Ordre de St-François, et Chevalier de Colomb au quatrième degré. Il était également membre de l'Institut canadien d'urbanisme et de la Chambre de commerce de Québec. Pendant deux ans, il a été le président de la Division de Québec de l'A.C.U.

Monsieur Bédard laisse sa femme et trois enfants.

J. Roland Bédard, National Councillor representing the Quebec Division on the CPAC National Council, died on April 2nd following a lengthy illness. Mr. Bédard was the Director of Planning for the city of Quebec, and was one of the authors of the Master Plan for that city.

A native of Quebec City, Mr. Bédard was a graduate of the School of Agriculture at Ste.-Anne-de-la-Pocatière. During World War II he served in the Canadian Army as a lieutenant. From 1945-48 he specialized in planning at Cornell University. In 1949, Mr. Bédard accepted the task of founding and directing the municipal planning service of Quebec City.

Mr. Bédard devoted a great deal of his spare time to charitable and religious organizations. He was one of the founders of the Patro de Charlesbourg, a member of the Tiers-Ordre St. François, and a fourth degree member of the Knights of Columbus. He was also a member of the Town Planning Institute of Canada and the Quebec Chamber of Commerce. For two years he was the Chairman of the Quebec Division of CPAC.

Mr. Bédard is survived by his wife and three children.

Raymond Brunet, O.B.E.

Monsieur Raymond Brunet, ancien président de l'Association canadienne de construction, est décédé à Hull, Québec, le 24 mars dernier. Monsieur Brunet était un ancien conseiller national de l'A.C.U. et depuis 1956-1957, il était président honoraire de l'Association, pour la région de la capitale nationale. Il était le président de la maison Ed. Brunet & Fils Ltée., une compagnie d'entrepreneurs généraux qui fait des affaires dans la région de la capitale nationale depuis 1900.

Monsieur Brunet a servi dans la Marine Royale Canadienne au cours de la première guerre mondiale; il a aussi servi comme officier de réserve, au Régiment de Hull, durant la deuxième guerre mondiale. Il fut décoré de l'Ordre de l'Empire Britannique en 1946.

Pendant huit ans, soit de 1940 à 1948, monsieur Brunet fut maire de la cité de Hull, Québec. En 1947, alors qu'il était le président de la Fédération des Maires de la province de Québec, il fut délégué par la Fédération canadienne des maires et des municipalités au Congrès international des municipalités à La Haye. Il fut membre de la Commission du District fédéral de 1945 à 1948 et fut délégué des Employeurs canadiens, près l'Office international du Travail (Commission de Construction) à Genève, en 1951, 1953 et 1956.

Raymond Brunet, past president of the Canadian Construction Association, died in Hull, Quebec, on March 24th. Mr. Brunet was a former National Councillor of CPAC and, from 1956-7 was Honorary Chairman of the National Capital Region Branch of the Association. He was President of Ed. Brunet & Sons Ltd., a general contracting firm which has operated in the National Capital area since 1900.

Mr. Brunet was a Royal Canadian Navy veteran of World War I and served as an officer with the Reserve Army in the Régiment de Hull during World War II. He received the O.B.E. in 1946.

For eight years, from 1940-8, Mr. Brunet was Mayor of the City of Hull, Quebec. In 1947, while President of the Quebec Federation of Mayors, he was a delegate of the Canadian Federation of Mayors and Municipalities to the International Congress of Municipalities at The Hague. He was a member of the Federal District Commission from 1945-8, and was a Canadian Employer Delegate to the International Labour Organization's Building Committee Meetings at Geneva in 1951, 1953 and 1956.

NEWS

COMMUNITY OF THE YEAR

The Montreal Branch of CPAC recently organized a competition for the title of "Community of the Year". Nearly thirty new communities were examined by a jury composed of Maurice Payette, FRAIC, President of the Montreal Branch of CPAC, Marcel-M. Thérien, real estate broker and appraiser, and director of the Institute of Real Estate and Planning, and Emile St. Pierre who was in charge of the Exhibition on Planning at the Montreal Better Home Builders Show.

The award of the title coincided with the opening of the annual Exhibition on Planning which has been organized since 1954 as part of the Better Home Builders Show. Eastern Canada Exhibitions Inc. graciously supplies the Montreal Branch with display space which is used to promote community planning. Close to 100,000 persons visit this exhibition each year.

Ste-Thérèse-en-Haut was the unanimous choice of the jury and received the title of "Community of the Year". This community, being built by Benmar Development Co., will be a 2,000 unit development on a 60-acre tract of land located 15 minutes from the intersection of Montreal's Metropolitan Boulevard and the Autoroute leading to the Laurentians. Professor Harold Spence-Sales of McGill University created the master plan for Ste-Thérèse-en-Haut, which consists of some 20,000,000 square feet of rolling, heavily-wooded terrain. This is a unique development in the field of residential housing in the area, involving the creation of a \$30 million urban-rural community in the Laurentian foothills.

The first section of this community, which forms part of the City of Ste-Thérèse, got under way last November. It consists of 185 homes which should be completed by the autumn. Harvey

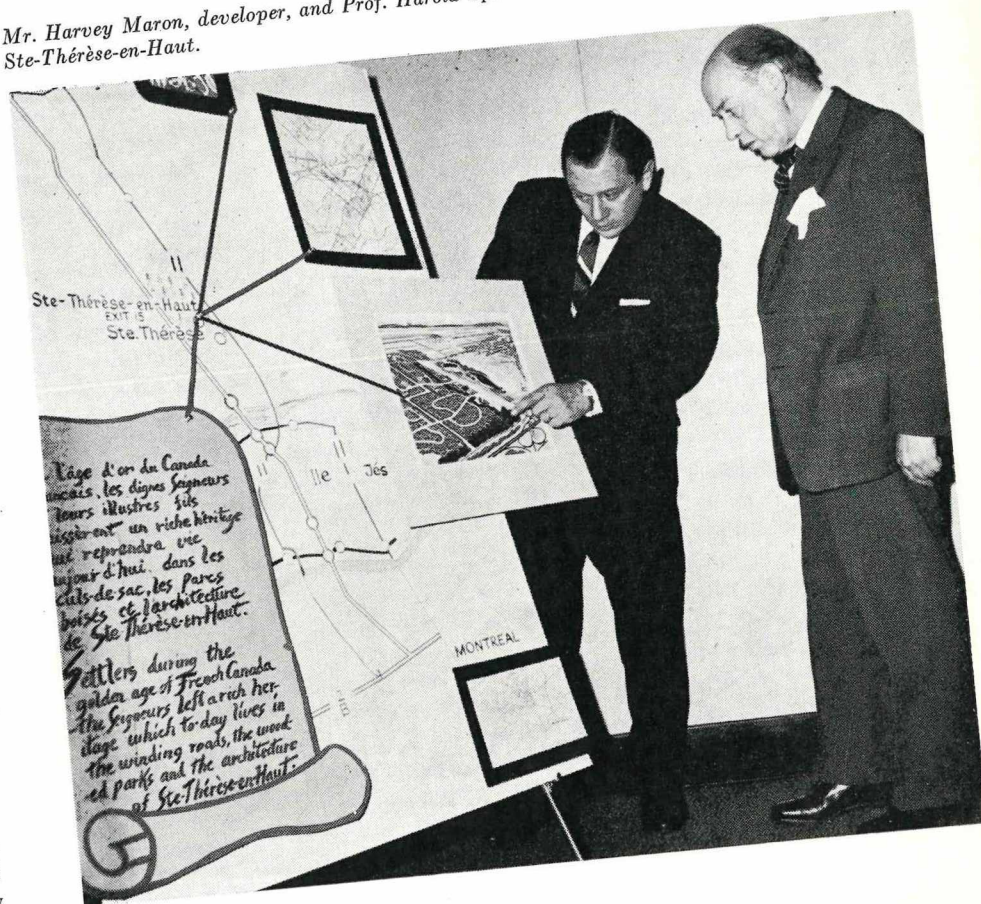
Maron Development Corporation has been engaged to supervise the development. Mr. Maron considers Ste-Thérèse as "the first total community" in the Province of Quebec. "Our planners were encouraged to experiment. We gave them a site that had been chosen logically for its natural beauty of trees and high elevation and for its accessibility. We asked them only that they preserve this natural setting while creating an urban community in which the human dimension would be foremost."

Mr. Maron said that much of the credit for a new awareness of town planning was due to both CPAC and the Royal Architectural Institute of

Canada. He noted that the RAIC's Report on the Design of the Residential Environment in Canada had been a key factor in the concept of Ste-Thérèse-en-Haut, and that the CPAC citation was "a strong argument against those who seek to justify mediocrity and monotony" in the creation of new communities. "The award", he said, "refutes the theory that business and aesthetics don't mix. It underlines the principle that it is possible to build beautiful communities within the bounds of economic reality".

Mr. Payette mentioned that the jury was particularly impressed by the sense of harmony in street patterns and house siting, and took special note of the fact

Mr. Harvey Maron, developer, and Prof. Harold Spence-Sales, town planner, examine a map of Ste-Thérèse-en-Haut.



that Ste-Thérèse-en-Haut will have a density of only three houses per arpent (compared to five homes per arpent, about 11.5 rods, in the average Montreal community). Selling prices range from \$12,500 to \$18,500, and will extend as high as \$25,000 in the coming year.

Some factors which the jury considered in selecting the winner were:

- 1) Integration of plans for Ste-Thérèse-en-Haut with a master plan now being prepared for the whole City of Ste-Thérèse which includes redevelopment of older downtown sections;
- 2) Installation of water and sewer services by the City of Ste-Thérèse;
- 3) Appropriation of funds by the City of Ste-Thérèse for the paving of streets in the new community by this June;
- 4) Street layouts which combine the privacy of cul-de-sacs with the "cluster" treatment to create open spaces;
- 5) Individual lots ranging from 7,000 to 20,000 square feet with rigid restrictions prohibiting the cutting of trees;
- 6) Provision of parks, playgrounds and all modern urban facilities.

Second prize was awarded to Westpark, a community in the west end of the Island of Montreal. This community was planned by David K. Linden, town planner, and homes are being built by Roger Pilon Enterprises Ltd., and Futura Construction (1960) Inc.

St-Bruno-de-Montarville won third prize, a community planned by Jean-Claude LaHaye. Two builders—Community Enterprises Ltd., and Lape Construction Inc.—were mentioned for their work. Mr. Rolf Latté is planning consultant to these companies.

The jury felt that several other community projects in the area were well planned and that, as the local builders became more conscious of their social responsibilities, they were doing a better job than ever before.

Marcel-M. Thérien,
Secretary,
Montreal Branch CPAC

BRITISH COLUMBIA DIVISION

This Division, continuing its active interest in regional planning, held a one-day conference in the Okanagan Valley and subsequently presented a brief to the Okanagan Valley Municipal Association advocating that a regional planning board be established in that area.

Another one-day conference was conducted in the Campbell River area on Vancouver Island. It is hoped that a Community Planning Area and an Advisory Planning Commission may be established there. The Department of Municipal Affairs is now working in twenty community planning areas, guiding development by means of building, subdivision and zoning regulations. Some of these areas are older regulated areas now being reorganized. Others have been created at the request of the communities concerned. New community planning areas are being established as the need is recognized. The Division sends pamphlets and a copy of the Review to the members of these new Commissions and suggests that the Commissions become members of CPAC.

For the seventh year, the Division co-operated with the Extension Department of the University of British Columbia in holding a one-week orientation course in planning. Twenty people registered including aldermen, engineers, planning commission members and private citizens.

Vancouver Branch

This Branch has continued its active programme concerning highways, apartment zoning, billboards and the preservation of the Shaughnessy Golf Course as a public recreation area. It also presented an important brief to the Vancouver Harbour Board Planning Committee recommending that a comprehensive economic analysis be the first step in planning the future harbour development. From this analysis a comprehensive development plan could be prepared which should cover, among other things, land and water use, present and proposed facilities and transportation lines in relation to the har-

bour facilities themselves and the surrounding municipalities. The brief also expressed concern at the lack of access to the waterfront for recreation and the simple enjoyment of observing the activities of a harbour; Vancouver hardly appears to be a port city at all. A copy of this brief was forwarded to the Hon. Leon Balcer, Federal Minister of Transport, with the additional recommendations that the initial study include all aspects of harbour planning for the Vancouver metropolitan area, and that all agencies and municipalities concerned be drawn into the study.

Dr. H. P. Oberlander gave an illustrated lecture on "Ghana Today—Planning for National Development", at the annual meeting of this Branch. He was retained as a consultant to the United Nations regarding the establishment of a planning school in Ghana. The University of British Columbia, in co-operation with the U.N. is supervising the staffing of this school, and Dr. Oberlander is continuing as consultant.

Fraser Valley Branch

The Fraser Valley Branch held a meeting in the Municipality of Delta with a panel discussion and an exhibit based on the theme: "Planning—is it Worthwhile?" Guest speaker at the annual meeting of this Branch, on March 29, was R. W. Prittie, Chairman of the Lower Mainland Regional Planning Board, who said: "No other major area on this Continent has such a limited supply of land for its future development. Our supply of land is limited by the Gulf of Georgia, the Coast Mountains, and the United States boundary. Within this restricted area we shall have to accommodate all our future needs for homes, industries, farms, highways and parks."

Capital Region Branch

Following the success of its conference "Stop the Rot", this Branch has decided to hold one-day conferences in the future, rather than evening meetings. The Branch is actively engaged in a number of local planning matters and the Executive is undertaking a membership drive.

PLANNING FOR CANADA'S CENTENARY

On May 12, a meeting of the Canadian Centenary Council was held in Ottawa. This Council is a national, non-governmental organization which will provide co-ordination and direction to voluntary organizations planning special events to mark the 100th anniversary of Confederation. The Canadian Citizenship Council and the Canadian Association for Adult Education assisted in the organization of the Council in 1960. At present, 114 citizen organizations belong to the Council, and about 60 others are considering membership. CPAC is a member of the Council.

The Prime Minister officially opened the meeting and said that the Centenary would provide an excellent opportunity for Canadians to become aware of their history. He said that the Federal Government would be most sympathetic to suggestions arising from the Council, and that he admired the private initiative shown in the establishment of the group.

The following Board of Directors was elected:

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Brigadier C. M. Drury, Montreal
(*Avis of Canada*)

Associate President

Marcel Faribault, Montreal
(*General Trust of Canada*)

Vice-Presidents

W. O. Twaits, Toronto (*Imperial Oil*)

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(*Prince of Wales College*)

Donald Jamieson, St. John's

(*Canadian Association of Broadcasters*)

Mrs. D. de Yturralde, Westmount

Mrs. Gordon E. Konantz, Winnipeg

Paul Gouin, Montreal (*Conseil de la Vie française*)

William Budden, Montreal

(*Canadian Club*)

Lavy M. Becker, Montreal

(*Canadian Jewish Congress*)

R. M. Balfour, Regina (*Saskatoon Pipe Line*)

Claude Jodoin, Ottawa (*Canadian Congress of Labour*)

George H. Sellers, Winnipeg (*St. John Ambulance*)

One of the workshop sessions at the meeting was devoted to a discussion of Physical Development. The main recommendations arising from the discussion were:

- 1) That local Centennial Councils, representative of all citizens, be established in each community in Canada to plan and co-ordinate all projects marking the Centenary.
- 2) That, as normal urban expansion will continue between now and 1967, each community be urged to establish a five-year plan of development and capital budgeting, using 1967 as the first goal in the process.
- 3) That special Centennial projects, such as parks, theatres, roads, city halls, etc., be considered as part of the whole city plan; that rather than being isolated undertakings, they serve as catalysts for the redevelopment of the whole area, or as focal points for improving the city plan.
- 4) That communities consider setting aside a certain area as a Centennial Sector into which could be channelled public and private projects taking place between now and 1967; that this Sector be recognizable as a separate entity, an example of the best planning and architectural principles put into practice.
- 5) That Canadian communities be strongly urged to make such plans now, in order that they may have definite results by 1967.

Members of CPAC can make valuable contributions to the work of Centennial Committees in their own communities. This magazine will continue to carry news of the Council's work, and a special session on "Planning for Canada's Centenary" will form part of the programme at the 1961 National Planning Conference.

OUR TRAFFIC

The Problems and the Price

The importance of tying traffic, streets and transit plans to over all town planning schemes was stressed in Winnipeg recently when specialists in all of these fields gathered for a one-day traffic seminar sponsored by the Manitoba Division of CPAC. The seminar studied the problems of traffic in urban areas, with a special view to problems in Greater Winnipeg, and looked at possible solutions and the problems of financing those solutions.

George Rich, Planning Director of Winnipeg's new metro government, described street systems as the skeleton on which the flesh of town planning must be arranged. Without proper basic design in the streets, the over all town plan cannot be either healthy or attractive, he said. Mr. Rich told the seminar that Metro Winnipeg has united the fields of town planning and streets, traffic and transit under one roof, and has created easy communication and coordination of these related fields. Taking a specific example of the need for integrated planning, Mr. Rich explained how a freeway project, desirable to move goods and people, could divide segments of a community, isolating one district from another in a very real, physical sense.

At the same time, town planning schemes for housing or industrial developments were useless if the developed areas were not adequately served by streets and transit. Mr. Rich cited the example of Highway 401, on the northern periphery of Toronto, as an illustration of the way in which roads can attract and stimulate commercial, industrial and realty development. With close meshing of town planning and traffic planning, development can be

channelled and land served in the most appropriate and efficient way.

Mr. Rich agreed with other speakers that efficiency in the central core of a large urban area was essential to its continued growth and prosperity. He noted the nearly 30 percent surface parking land use in the central heart of Winnipeg today, and said high-rise parking structures were an early need; without them, cars parked in the downtown area would soon supplant the buildings they had as their destinations, said Mr. Rich.

The Metro Planning Director also urged greater attention to parking problems on main suburban streets. Where each business used to provide a very few parking spaces for its own customers, bigger and better parking areas were needed. At the same time, small parking lots in suburban districts were being swallowed by commercial developments.

Metro Streets and Traffic Engineer W. H. Finnbogason, another speaker at the seminar, agreed with his colleague that traffic and town plans had to be carefully related. At the same time, the problems of transit, often ignored by streets and traffic planners in the past, must be carefully weighed.

The seminar was told of a re-evaluation underway in Los Angeles where planners have found they may have erred in barring transit vehicles from freeway developments. Metro Streets and Transit Director D. I. MacDonald noted the enormous difficulty in reviving a once-deteriorated transit system.

Chief speaker of the day, James O. Granum of the Washington, D.C. Automotive Safety Foundation, told planners present they should hail growth in traffic volumes and registrations as the door of opportunity to redevelopment of town and traffic plans. Mr. Granum said new problems becoming evident would be met by new, but not magical or radical solutions. He called for the most careful studies and investigations of planned projects to enable planners to "proceed with confidence".

All of the specialists at the conference agreed that the creation of metro government in Winnipeg, with its coordi-

nated functions and political powers, had given the area the capability of staying ahead of traffic difficulties by planning in terms of 25 years, instead of acting under the goad of urgent necessity.

Warner Troyer,
Winnipeg, Man.

ONTARIO DIVISION CONFERENCE

The Ontario Division recently held a successful conference on Regional Planning.

The Conference opened on Thursday evening, May 11th, with a dinner which was addressed by Henry Fagin, Executive Director of the Penn-Jersey Transportation Study, Philadelphia. He took "The Scope of Regional Planning" as his theme, and enlarged upon the theory that the transit system of a city is the "yard-stick" by which to measure and determine the size, shape and nature of the future city. He explained how far-reaching were the results of "free-way" construction and how deeply it affected the development of a region; it was, in fact, the basis of regional planning.

Next morning, Dr. W. C. Wonders, Head of the Department of Geography, University of Alberta, spoke on "The Potential of Regional Planning", citing what is being done in other parts of the country.

The 250 delegates then divided into six discussion groups, each with a group leader, chosen for his leadership in the particular aspect being discussed:

1. *What will Regional Planning mean to City Growth?*—Professor A. J. Dakin, Head of the Division of Town and Regional Planning, University of Toronto.
2. *What can be done now?*—D. F. Taylor, Chief Planner, Community Planning Branch, Ontario Department of Municipal Affairs.
3. *The Region and the Form of Cities*—Hans Blumenfeld, Consultant to the Metropolitan Toronto Planning Board.
4. *Agriculture and the Region*—Dr. H. L. Patterson, Director, Farm Economics and Statistics, Ontario Department of Agriculture.

5. *The Conflict of Town and Country*—Dr. Ralph R. Krueger, University of Waterloo.

6. *Planning for the Urban-centred Region*—L. O. Gertler, Director, Long Range Planning Division, City of Toronto Planning Board.

A luncheon address was given by Dr. E. G. Faludi, President of Town Planning Consultants Ltd. He emphasized the value of the work done by CPAC over the years, and considered that planning on a regional scale was already being done by the Ontario Department of Municipal Affairs under the leadership of the present Minister, William K. Warrender.

A panel discussion then took place, the six group leaders of the morning session forming the panel. Each presented the highlights of his group; then questions were posed by the Chairman which were answered, in the first instance, by the relevant leader, and then turned over to the open forum for discussion by the audience. This session proved to be the most interesting and useful part of the conference, and is a form that will be used again by the Division.

Harry Parsons, Director of Planning for the Lakehead Planning Board, gave a brief summation of the Conference saying that, although it had been far too wide in scope, it had provided a good start and that the movement started by the Conference should be continued vigorously.

During the concluding remarks of the Conference Chairman, a resolution was put forward from the floor and, on being put to the vote, was overwhelmingly carried:

"Resolved that this regional planning conference instruct the Ontario Division Executive of the Community Planning Association of Canada to request the Government of the Province of Ontario to establish regional planning throughout the Province, and be it further resolved that this conference, through the Divisional Executive express the desire of the conference that the Government should proceed at once to delineate progressively regional planning areas."

planning vacancies

Several notices arrived too late for printing in this issue. Copies of these are available from the CPAC National Office.

DEPARTMENT OF INDUSTRY AND COMMERCE, PROVINCE OF MANITOBA

Assistant Planner

To undertake technical planning work with towns and rural municipalities in Manitoba including preparation of master plans, subdivision and zoning plans. Planner is expected to attend out-of-town meetings with local planning commissions. Applicant should have university degree or equivalent and either postgraduate course or at least one year's experience in town planning.

Salary: \$5760-\$7320 per annum depending on qualifications.

Full Civil Service benefits including three weeks vacation annually, liberal sick leave, superannuation and group insurance privileges.

Apply to:

Manitoba Civil Service Commission,
Winnipeg 1, Manitoba.
Room 332, Legislative Building.

DEPARTMENT OF MUNICIPAL AFFAIRS AND SUPPLY, PROVINCE OF NEWFOUNDLAND, CANADA

Assistant Planning Director

Applications are invited from suitably qualified and experienced persons for the above appointment in the Provincial Planning Division of the Department of Municipal Affairs and Supply in St. John's.

Duties will include the preparation of Municipal and Regional Plans including detailed designs for communities and districts throughout the Province, and the control of development in accordance with various Provincial regulations. This is a challenging position requiring energy and initiative, and a wide range of talents. The office is situated in St. John's, but some travelling within the Province will be required.

Candidates must have appropriate professional qualifications in Town Planning together with practical experience. Experience in public relations and ability to address meetings of different types is an asset. This is a permanent position but a successful

applicant who receives assisted passage to St. John's will be required to sign a two year contract in the first instance.

Salary will be commensurate with qualifications and experience and will be decided after applications have been received.

Applications giving full details of candidate's age, education, professional qualifications, appointments held, professional experience, and salary expected, together with the names of two referees should be sent to: J. T. Allston, Director of Urban and Rural Planning, Department of Municipal Affairs and Supply, Confederation Building, St. John's, Newfoundland. Applications should be received not later than one month from the date of publication of this notice.

OAKVILLE-TRAFALGAR PLANNING BOARD

Planner II

To assist in preparation of general planning reports, Official Plan revisions, detailed community plans. Experience in municipal planning agency desirable. Membership or Associate Membership in T.P.I.C. preferred. Applications, stating details of background, salary requirements and references, should be submitted to:

E. R. Cumming,
Planning Director,
Oakville-Trafalgar Planning Board,
1074 South Service Road,
Oakville, Ontario.

THE OLDMAN RIVER DISTRICT PLANNING COMMISSION

Because of a continuing expansion of activities, applications are invited from suitably qualified and experienced persons for the following posts (minimum salaries are indicated):

- 1) **Deputy Director.** \$6840. Duties will include supervision of city work and the regional plan.
- 2) **Region Associate Planner.** \$6240. Duties will include supervision of all planning activity in one of the Commission's regions.
- 3) **City Associate Planner.** \$5700. Duties will consist of all phases of city planning, working directly under the Deputy Director.

Starting salaries in excess of these minimums will be paid for candidates with sufficient experience.

The appointments are positions of responsibility and offer excellent opportunities for advancement.

Apply, giving full particulars, the names of three referees, and a recent photograph to:

S. J. Clarke,
Director and Secretary-Treasurer,
The Oldman River District Planning
Commission,
909-4th Avenue South,
Lethbridge, Alberta, Canada.

PEACE RIVER DISTRICT PLANNING COMMISSION

Director of Planning

To direct the operation of this District Planning Commission in northern Alberta.

Duties: To advise councils in the Commission's area on all planning matters. To prepare a district general plan for the region and general plans and zoning bylaws for municipalities related to the district plan and direct and conduct the necessary related surveys.

To organize a staff programme to put the above into effect. To administer all subdivision matters which the Commission is delegated authority to decide.

Qualifications: Must be a graduate in planning, preferably with an additional degree in Architecture, Engineering, Geography or Economics and some years experience in a position of planning responsibility.

Salary: \$7,000 to \$8,000 per annum depending on qualifications and experience.

Fringe Benefits: Medical, hospital group insurance, generous annual holidays. This is a rare and challenging opportunity for the right man to direct a young planning authority.

Apply:

E. J. Harrington,
Chairman,
Peace River District Planning Commission,
10018-115th Ave.,
Grande Prairie, Alberta

Applications should reach the Commission prior to July 15, 1961.

SOME PUBLICATIONS AVAILABLE FROM CPAC

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An article by A. D. Crerar. 10c

TEXT OF A MODEL ZONING ORDINANCE

Publication of the American Society of Planning Officials \$2.00

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